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# Leslie's

ILLUSTRATED WEEKLY



THE CHARLES SCHWEINER PRESS

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NET CIRCULATION OF THIS ISSUE GUARANTEED TO BE OVER A QUARTER

## SHREWD INVESTING

**W**HEN you invest your money in railroad stocks you want to know something more about the railroad than that it has a station at Kankakee and a terminal at Chicago.

You want to know the value of the property—its rolling stock and much about the organization that operates it.

Satisfied on these points you naturally inquire into the methods that make its earnings possible. **These details are important.**

You safeguard your money, else it would not be an investment. It would be speculation.

### ADVERTISING IS AN INVESTMENT

You expect returns from every dollar that you spend for advertising space in a periodical. Before you invest your money you want to know something about the organization that publishes the periodical in which you advertise.

Unless the methods of that organization are honest and aboveboard its periodical cannot inspire confidence among the reading public. Unless it inspires confidence it is not a good advertising medium.

### LESLIE'S WEEKLY WANTS YOU TO KNOW ITS METHODS

#### CIRCULATION HOW IT IS OBTAINED

THE total net circulation of LESLIE'S WEEKLY for the issue of August 25, 1910, was **260,778**. Of this number **247,978** are **actual subscribers of record**. (The circulation for September 22 was **277,900**.) These subscribers are obtained largely on a premium subscription plan, price being **\$5.50** for one year and **\$7.80** for a year and a half. The one year subscriptions amount to **20%** of the total and year and a half subscriptions **80%** of the total.

#### SUBSCRIPTION OFFICES IN CHARGE OF SALARIED MANAGERS

THE number of employees in the Subscription Department of LESLIE'S WEEKLY at the Home Office is **133**. There are **15** Branch Subscription Offices, located in:

Cleveland,	St. Louis,	Omaha,	New Orleans,	Detroit,
Chicago,	Kansas City,	Boston,	Seattle,	New York,
Cincinnati,	St. Paul,	Atlanta,	Dallas,	Philadelphia.

Each Branch has one or more Sub-offices.

They are located in the following cities:

Baltimore,	Denver,	Indianapolis,	Milwaukee,	Pittsburgh,	Scranton,	Syracuse,
Buffalo,	Harrisburg,	Louisville,	Nashville,	Portland, Ore.	Spokane,	Toledo,
Columbus,	Houston,	Memphis,	Newark, N. J.	Rochester,	Springfield, Mass.	Salt Lake City.

THE number of **salaried employees** in the field at this date is **519**.

THE number of salesmen actually soliciting subscriptions at this date is **566**.

THE number of subscriptions written from September 1, 1909, to September 1, 1910, for LESLIE'S WEEKLY was **214,437**.

THE number of subscriptions which expired between September 1, 1909, and September 1, 1910, was **121,233**.

**Making a total net gain of 93,204, or above 43% in one year.**

Of the subscriptions written from September 1, 1909, to September 1, 1910, **34,643** were cash-in-advance payments. The percentage of cash-in-advance subscriptions throughout the year averages above **16%**. The percentage of renewals averages over **32%**.

#### MECHANICAL MANUFACTURE

**One hundred and fifteen** people are employed in the mechanical manufacture of each issue.

**Thirteen flat-bed presses** are used to print the inside pages of each issue.

**Eighty thousand pounds (40 tons)** of paper are required for the inside pages.

and **Eighteen thousand pounds (9 tons)** for the covers.

**Seventeen hundred** mail sacks are required to mail subscribers' copies.

### The Oldest Illustrated Weekly in America

ALLAN C. HOFFMAN  
Advertising Manager  
225 Fifth Avenue  
New York

CHARLES B. NICHOLS  
Western Advertising Manager  
Marquette Building  
Chicago

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6x 7 1/2 ft.  
6x 9 ft.  
6x 10 1/2 ft.  
6x 12 ft.  
6x 15 ft.  
New Cat  
ORIENTAL

For





## GOOPER'S

REG. U.S. PAT. OFF.

### Spring Needle Knit UNDERWEAR

is without a peer in the Underwear world. It is original, exclusive, distinctively grade de luxe. The famous Spring Needle fabric is knitted on machines invented, patented (in nine countries), owned and controlled by the Company. Wear the genuine Cooper's and you will experience absolute next-to-the-skin comfort. No other Underwear as near perfection. The superbly knitted Spring Needle fabric is very elastic and durable and in addition each garment is thoroughly tailored, stayed at points of strain and made to give several seasons' wear. Write to us for generous sample of fabric and illustrated booklet showing styles and prices.

COOPER MFG. CO., 23 Main St., Bennington, Vt.  
Manufacturers of a famous "Gauzrib" Spring Needle fabric for Women's wear. Tell your wife

### I Can Make You a Convincing Speaker

says Grenville Kleiser (lately of Yale Faculty). He rides you of timidity—gives you confidence in yourself—develops your power and personality. Just give him fifteen minutes of your time daily—at home—and he will speedily teach you how to

Close Sales—Make Political Speeches—Address Board Meetings—Deliver After Dinner Speeches—Propose Toasts—Tell Stories Entertainingly.

If you can't talk to the point, you can't carry conviction—you can't win! Don't you want to be a winner? Then write to-day. Let us tell you all about this helpful Course and prove its value. A postal will do.

**FUNK & WAGNALLS COMPANY**  
Dept. 95, New York

## W. L. DOUGLAS

### HAND-SEWED SHOES

MEN'S \$2.00, \$2.50, \$3.00, \$3.50, \$4.00 & \$5.00  
WOMEN'S \$2.50, \$3, \$3.50, \$4  
BOYS' \$2.00, \$2.50 and \$3.00

THE STANDARD FOR 30 YEARS

They are absolutely the most popular and best shoes for the price in America. They are the leaders everywhere because they hold their shape, fit better, look better and wear longer than other makes. They are positively the most economical shoes for you to buy.

W. L. Douglas name and the retail price are stamped on the bottom—value guaranteed. TAKE NO SUBSTITUTE! If your dealer cannot supply you write for Mail Order Catalog. W. L. DOUGLAS, 173 Spark St., Brockton, Mass.



### WEBBER'S Hand Knit JACKETS

For hunting and outing. Wool, seamless and elastic. Cut shows Webber's Alaska Jacket. Price \$5. Extra heavy. Colors, dead grass grey, and scarlet for deer hunting. Sent express paid—money refunded if not absolutely satisfactory. Other jackets, sweaters and vests for men, women and children—all prices. GEO. F. WEBBER, Mfr., Station F, Detroit, Mich.

### Near-Brussels Art-Rugs, \$3.50

Sent to your home by express prepaid.

Sizes and Prices	Beautiful and attractive patterns. Made in all colors. Easily kept clean and warranted to wear. Woven in one piece. Both sides can be used. Sold direct at one profit. Money refunded if not satisfactory.
6 ft., \$3.50	
7 1/2 ft., 4.00	
9 ft., 4.50	
10 1/2 ft., 5.00	
12 ft., 5.50	
15 ft., 6.50	

New Catalogue showing goods in actual colors sent Free  
ORIENTAL IMPORTING CO., 951 Bourse Bldg., Phila.

For Results ADVERTISE IN **LESLIE'S**

# Leslie's

## ILLUSTRATED WEEKLY

### THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

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### Next Week's Issue



Dated October 20th, 1910

**THE TRICKS OF THE MEDIUMS**—Hereward Carrington's startling exposé of the deceptions practiced on gullible devotees of spiritualism by unscrupulous "mediums."

**SOMETHING FOR NOTHING**—by I. F. Ferris—tells how clever merchants play on the vanity of customers in selling them what they do not need.

**PRESIDENT TAFT AND THE TRUSTS**—Every business man in the United States should read this unusual paper on the Sherman Anti-Trust Law. It is written by a well-known authority on business law, and is a significant answer to the question: Can full prosperity return in the face of a law that threatens to destroy business?

**THE BOOKS OF THE MONTH**—a critical guide to good reading and a review of the literary activities of the month, by Clarence Richard Lindner.

**THE GAMBLERS**—an ingenious and humorous story of a flyer in weather and crops, by George Ethelbert Walsh.

**AT TARGET PRACTICE WITH OUR NAVY**—a double page of unusual photographs taken at the recent naval maneuvers, by LESLIE's staff photographer, the only newspaper correspondent with the Third Division of the North Atlantic fleet.

**AT THE SIGN OF THE OPERA GLASS**—pictures, and criticism by Harriet Quimby, of the current theatrical offerings.

**THE NEWSY DEPARTMENTS**—both photographic and literary—are digests of the world's work and thought.

**THE FINANCIAL FIELD** is covered by Jasper's Hints to Money-makers and Hermit's Advice on Life Insurance.

In answering advertisements please mention "LESLIE'S WEEKLY."



## THERMOS

### A DAILY NEED Not an Occasional Luxury

**THERMOS** keeps any liquid or solid hot without heat and cold without ice until ready for use.

**THERMOS** is necessary to every member of the family from infancy to old age; is necessary in the nursery and sick room; is necessary to the working-men and women, to the housewife and physician, to automobilists, travelers, campers—to EVERYBODY.

**THERMOS** is so necessary to YOU that we have prepared a booklet full of interesting Thermos facts, which we will gladly mail on request. This NEW booklet not only describes but illustrates the entire Thermos product—bottles, jars, tea and coffee pots, decanters, humidors, carrying cases, tire trunks, portable motor restaurants, etc., etc.

**THERMOS** is pre-eminently the wanted gift. The giver is assured of conferring supreme pleasure on husband, wife, son, daughter—on ANYBODY you desire to please. If you doubt this you won't after you read the booklet, because then you'll know.

**THERMOS** is sold throughout the world by over 50,000 good stores. But please be cautious—look for the name "Thermos"—it's on every Thermos article.

**American Thermos Bottle Company**  
Thermos Bldg., 243-247 W. 17th St.  
NEW YORK, U. S. A.

**WE** recommend the purchase of  
**UNITED STATES LIGHT & HEAT CO.**  
PREFERRED STOCK,  
which at present price returns 8 1/2%.

The earnings of this company will be largely increased in the near future when the new factory, about completed, is in operation.

Write for Circular A.

**Walston H. Brown & Bros.**  
Members New York Stock Exchange  
45 Wall Street New York

## YOUNG MEN WANTED

### in AUTOMOBILE BUSINESS

Big Pay, Nice Work, Great Demand for Men

Fit yourself for position of chauffeur or repair man. We teach you by mail to become thoroughly efficient in ten weeks and assist you to secure good position. Highly endorsed—reasonable—no automobile necessary to learn.

Send for First Lesson Today—It's Free  
(Owners supplied with first-class chauffeurs.)

**EMPIRE AUTO INSTITUTE**  
195 Empire Bldg. Rochester, N. Y.  
The Original Automobile School

**Fine Xmas Gift**

This beautiful Red Cedar Chest protects fine furs and all other clothing against moths, mice, dust, dampness. No camphor required. Hand-rubbed polish. Dull copper trimmings. Very ornamental. Illustration shows style No. 60. Ideal Xmas or wedding gift. Direct from our factory. No dealer's profit. Write today for catalog "U." Shows many styles and prices.

**PIEDMONT RED CEDAR CHEST CO., Dept. 5, Statesville, N. C.**

**Better Than Electricity**  
**cheaper Than Candles**

Burns gasoline mixed with air. Clean, odorless, economical. permitted by insurance underwriters. Two weeks' trial.

Get copy of Guarantee Bond and catalog. 108 styles fixtures. No agents. Sold direct to you.

**SUN VAPOR LIGHT CO.**  
1113 Market St. Canton, O.



# Terrible Navy Catastrophe

The Disaster to the Battleship "New Hampshire's" Barge in New York Harbor on October 1.



**He Rescued Five of His Comrades.**

Ordinary Seaman C. J. McMaine, who after heroic work was finally dragged to safety too exhausted to move or speak. McMaine is one of the important witnesses before the Board of Inquiry.

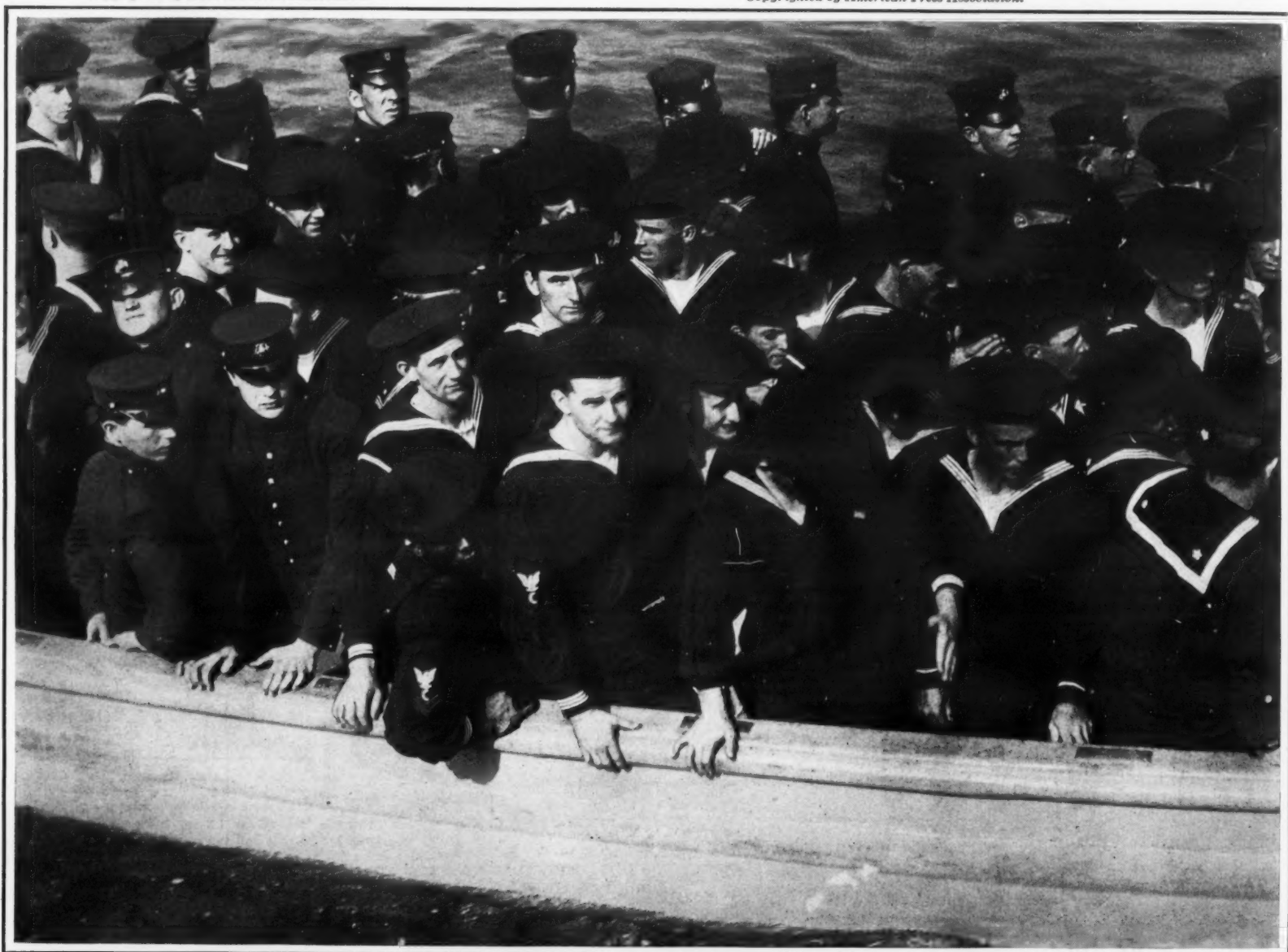
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**Some of the Survivors.**

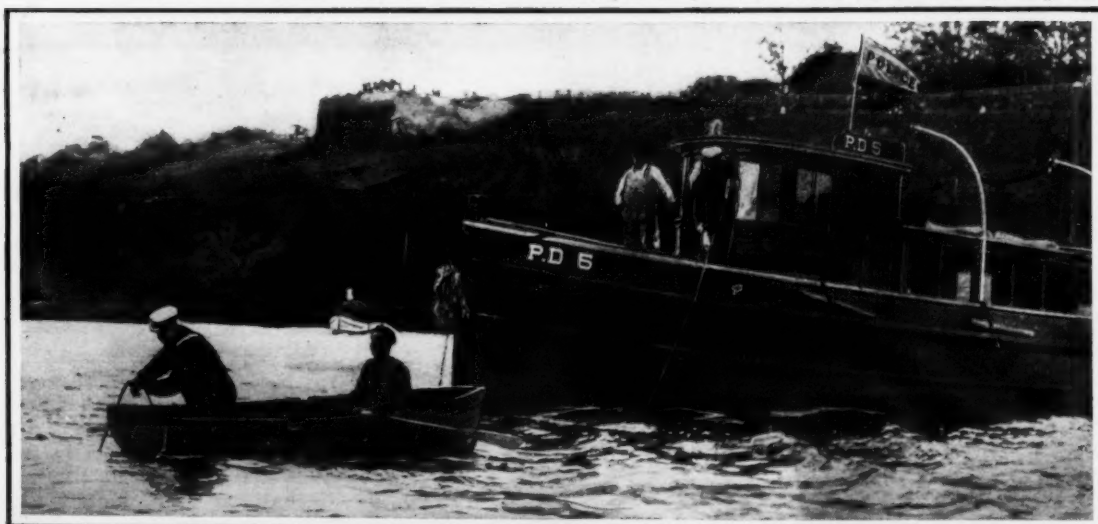
One of the sailors estimated that there must have been more than ninety blue jackets in the cutter when she started for the battleship. The men had been on shore leave for twelve hours and were talking, laughing and singing when the boat suddenly listed to starboard.

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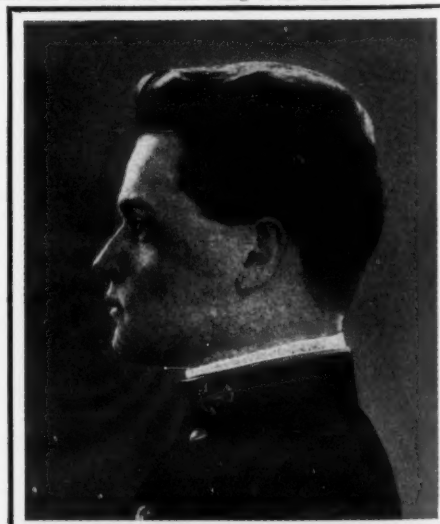
**As the Heavily Loaded New Hampshire's Cutter Looked Immediately Before the Accident Took Place.**

As the boat headed out for the battleship the tide was running down river. An eye-witness reports that several of the boys began wrestling and scuffling while others were playing at boxing. Suddenly a hat was thrown overboard and after that the "horse-play" became general. As the boat suddenly listed, the boys rushed to the bow, which then plunged into the river and a heavy sea swept over the whole boat. A few of the men lost their footing and many of the sailors dived from the boat. The barge did not sink and some of the men clung to its sides.



**The New York City Police Dragging for the Bodies with Grappling Irons.**

Fully two hundred thousand persons lined the shores of the Hudson to watch the search for bodies. Of the missing men eight lived in the neighborhood of New York City.



**The Hero of the Accident.**

Midshipman Godfrey De C. Chevalier. He was in command of the cutter which towed the ill-fated barge. He rescued seven of the struggling men.





# Leslie's

## ILLUSTRATED WEEKLY



"In God We Trust."

CXI.

Thursday, October 13, 1910

No. 2875

### The Struggle in New York

IT LOOKS as if New York might become the pivotal State in the presidential election of 1912. Two years ago, if any one had predicted that in 1910 the Republican party in New York would have found itself in jeopardy and the Democratic party eager and hopeful, he would have been laughed out of countenance. But that is the condition to-day. Whether or not Tammany's boss, Mr. Murphy, selected John A. Dix for the head of the Democratic ticket in New York, the fact remains that Mr. Dix is a gentleman of high character, excellent business qualifications and with sufficient independence, it is stated, to have voted against Bryan for the presidency and against Hearst when the latter was the Democratic candidate for the governorship. It is a misfortune that the rest of the Democratic State ticket does not "size up" with its head. It is not pleasant to read that Mr. Kennedy, the candidate for State treasurer, "up to three years ago was a saloonkeeper," and that most of the other candidates on the ticket were given their places because of race or religion.

The Republican candidate for the governorship, Henry L. Stimson, is of the Governor Hughes type—fearless, independent and wholesome. He never seeks a fight and never runs away from one. Striking evidence of this characteristic was given by him the day after his nomination. His opponents accused him of having been a corporation lawyer, formerly associated with Senator Root. Mr. Stimson immediately announced that there was nothing in his career of which he was prouder than his connection with Senator Root. He admitted that he had worked for corporations the same as any other lawyer would have done, and he challenged those who thought "to hitch him up with the dreadful corporations" to go ahead and make the most of it, adding, as a final shot, "I consider Elihu Root one of the greatest men in our nation to-day and there is nothing I am prouder of in my professional life than my association with him." Thus at one masterful stroke Mr. Stimson spiked the guns of the opposition, for the day has long since passed when any successful lawyer will care to plead that he has never had a retainer from a corporation.

It will be recalled that the opponents of Governor Hughes, in and out of his party, sought to undermine him by similar attacks, and that in every instance, instead of running away, he hastened forward to meet the charge, and did so, in such a convincing way that nothing more remained to be said. So far as Mr. Stimson is concerned, the effective work he has done as a representative of the Department of Justice, both in the case of the convicted banker, C. W. Morse, and in the sugar rebate matter, speaks most eloquently for itself. It will not be challenged by any one.

It is a pleasure to note the absence in both party platforms of desperate appeals to prejudice and passion. There is no flaying of capital, denunciation of "tainted money" or exhortation of railway and industrial corporations. The Republican platform is altogether the stronger and fairer of the two in its treatment of public questions. While making the strongest kind of pledge in favor of legislation in labor's interests, it does not hesitate to declare itself also in favor of the protection of capital. Its expression is worth quoting, for it evidences that the spasm of hysteria through which the country has been passing is subsiding. The Republican platform declares:

We believe that capital honestly employed should be permitted to feel that sense of security essential to stimulate its legitimate investment and thus safeguard the prosperity which has been so well established under Republican administration.

We commend these words not only to the business interests of this country, but to every workman in an industrial corporation, to every employé of a railroad, who has so much to fear from a return of hard times and so much to expect from a continuation of national prosperity. While it is true that it was a Roosevelt convention and that he was its masterful mind at every emergency which arose, no fault can be found with the ticket nor with the moderate and conservative pledges of the platform. Its splendid and unqualified indorsement of the leadership of President Taft is the best reply to the intimation of unfriendly relations between the President and his predecessor.

The Republican party of New York took a very bold and decided step at Saratoga when it declared its purpose to clean house; but the time for action

had come. In most sweeping terms the convention unanimously pledged itself to drive the grafter out of public service and to keep him out, no matter with which party he might have affiliation. The convention in many ways marked an epoch in political history, but it does not mark, as many have suggested, the beginning of the end of the Republican party. On the contrary, it marks the end of conditions which had come to be intolerable.

The time is short before the State election, but it is long enough to prove to the people of the State that their best welfare will be promoted by the election of Mr. Stimson to the governorship. It is a young man's year, it is a Hughes year, and Mr. Stimson has all the energy of youth and all the fearless independence of Hughes.



### A Banker's Advice to Advertisers.

IN THE most conservative, thoughtful and suggestive *Weekly Financial Review*, published by the well-known firm of bankers and members of the New York Stock Exchange, Messrs. J. S. Bache & Co., of New York, appears the following statement. It is well worth most serious consideration by every advertiser in the United States.

It is time to bring Politics face to face with consequences, and this can be done only by forceful retaliation. This the business interests are fully capable of. Great and small business concerns are spending hundreds of thousands of dollars in advertising in magazines and papers that are doing their best to hurt business interests. Let these vast sums be withdrawn and placed with publications having sound business policies and who do not pamper to the tempers and prejudices of unthinking people. Advertisements are fully as important to publishers as subscribers. Why should business pay for its own roasting?

At the recent annual meeting of the National Association of Hosiery and Underwear Manufacturers, the president of the association, F. W. Simons, in his opening address, declared that muck raking publishers who were striking the heaviest blows at the prosperity of the country were fattening on the proceeds of the advertising their victims were generously giving them. His speech created a sensation and attracted wide attention. It brought advertisers to a realization of the power they wield and of the fact that they have been wielding it against their own interests.

LESLIE'S WEEKLY, from the outset, has taken an open and a determined stand in favor of a square deal and fair play for the railways and industrial corporations of this country. It has done so because it believes that the prosperity of the railways and industries of the nation means the prosperity of all the people. There can be no such thing as a business depression that applies only to part of the people nor can there be general prosperity unless all alike share in its wholesome results. It is a pleasure to report that, since LESLIE'S has taken this stand, its circulation has shown a most wonderful growth and its advertising patronage even a more remarkable increase.

If the leading advertisers of the country, whose interests suffer most from the muck-raking and yellow press, would withdraw their patronage from these publications, they would speedily retire to the oblivion from which they have emerged and which befits them so well.



### Railroad Employees Waking Up.

RAILROAD employés numbering over twenty thousand on several Western systems, including the Santa Fé and Rock Island, recently met at Topeka and adopted resolutions asking President Taft and the Interstate Commerce Commission and all law-making bodies, State and national, to unite in an effort to obtain permission for an advance in railroad freight rates. This is the answer of the railroad employés to the muck-rakers, the demagogues and the yellow-bellied press. Petitions are to be circulated all over the country for railroad men to sign, in accordance with the action of the gathering at Topeka. These railroad workers are not the possessors of "tainted money," they are not "bloated bondholders" and stockholders of our corporations; they are only wage-earners, and as such they do not hesitate to state publicly and bluntly that "we realize that our personal prosper-

ity is inseparably associated with the prosperity of the railroad, our employer."

The railroad employés all over the country further demand that increased rates for transportation be granted, for the reason that this "will insure regularity of our employment and the stability of our earnings, and in all fairness this is due us as well as the railroads." The wage-earners of this country are waking up. Now let the million employés of the eight thousand industrial corporations, waiting in fear for the decision of the United States Supreme Court in the trust cases, organize and demand that they also have fair play and a square deal. The wage-earner is learning that when a fight is made against capital, it is a fight not only against the employer, but also against the employé, and that they must either rise or fall together.



### The Plain Truth.

WE OUGHT to despise the man who will not help others and also despise the fakers who pretend to be helping others while only helping themselves.

THE PROPOSITION to secure legislative sanction for the performance of "educational" plays upon Sunday in New York should be opposed not only by churches and religious bodies generally, but a protest quite as strong should issue from the labor organizations. To draw the line satisfactorily between plays "educational" and non-educational would not always be an easy task, yet it is quite easy to see that the movement itself is simply the entering wedge for a wide-open theatrical Sunday. To hold and interest the masses is already a big enough job for the church, without putting it in competition with the stage. And the stage, which has right of way six nights out of seven, ought not to begrudge Sunday night to the church. One of the most insistent movements of our time is that which demands one day of rest in seven.

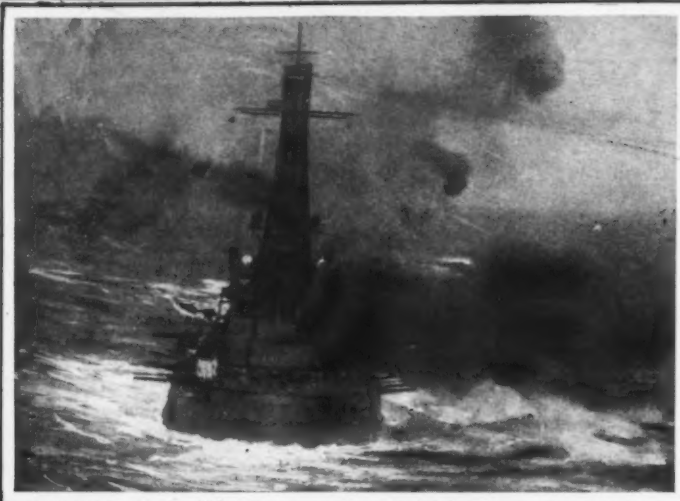
SAMUEL GOMPERS puts the whole trust case in a nutshell, only he makes the application to labor instead of capital. At the close of an address upon "The Social Uplift of Trade Unions," at the Metropolitan Temple, in New York, this question was put to him: "Do you believe that if a non-union man goes to a union shop, offering to work, he should be debarred?" Mr. Gompers based his answer on what he termed a principle of law, that persons benefiting by conditions secured through concerted action on their part should share in its benefits. Applying this to the closed shop where improved conditions had been secured through union cooperation, he argued that only those sharing in the labor of securing these improved conditions should be among the beneficiaries. Now, let us take Mr. Gompers's principle over to the field of capital. If, by combining a number of industries, corporations are enabled through economies and efficiency to increase their revenues and profits, just as labor does through its unions, why should they be assailed?

IT LOOKS as if the notorious corruption which has marked political control of the police of New York City for many years was at last to be exposed and the evildoers called to account. The thin, pale-faced young man who has been acting mayor of New York during the disability of Mr. Gaynor appears to have not only a backbone, but also a will of his own. The manner in which he laid his heavy hand on a police captain in the Coney Island district for permitting wide-open gambling and brought the offending official to trial attracted general attention. This was followed by a notification that the political combination, which through the aid of the police has been fattening itself on the disreputable elements of New York, would be called to account and broken up if possible. Heretofore, when a police captain has laid himself open to suspicion of wrongdoing, he has been transferred from one precinct to another, though on what theory of good government this was done has never been explained, for if a police captain is unfit for one precinct he surely is unfit for another. We have the word of Mr. Mitchell that this is not to be the plan if he has anything to say and we are glad of it. He will find the press solidly behind him in his effort to clean house.

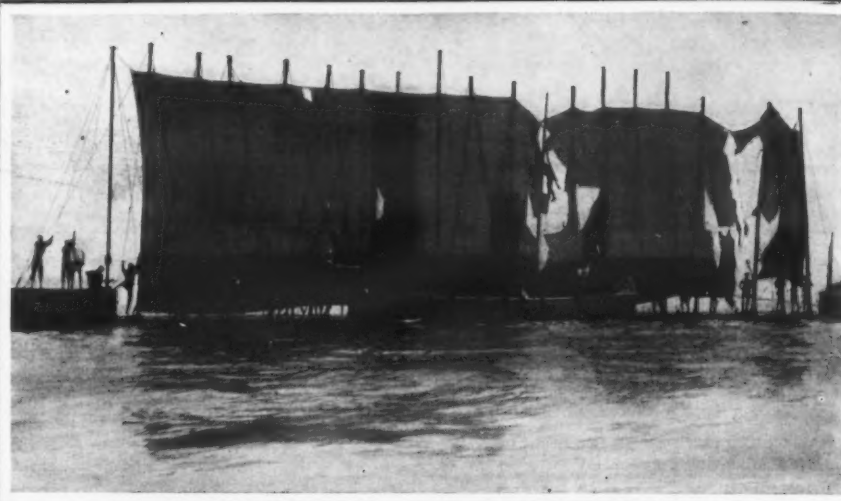


# Revolutionizing Naval Warfare

The North Atlantic Fleet in Battle Practice. The First Snapshots of the Recent War Drill off the Virginia Capes.



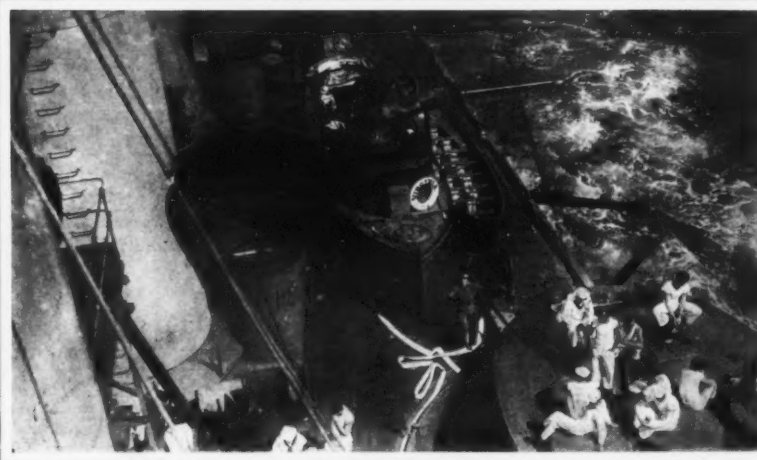
**How an American Dreadnought Annihilates the Enemy.**  
The *Rhode Island* firing a broadside at the target. Navy experts agree that this method of concentrating the fire cannot be withstood by a rival ship.



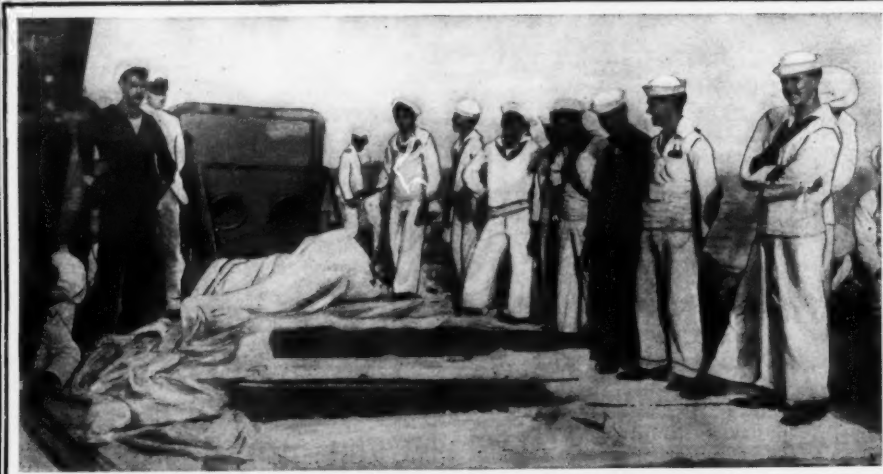
**The Marvelous Result of American Marksmanship.**  
A battle target after the *Virginia* had finished with it. These marks are only 27 by 100 feet and the Blue Jackets cannot fire inside the 10,000 yard mark.



**The Men Behind the Gun.**  
The skill and precision with which the gun crews work are responsible for the high mark of efficiency in the American navy.



**Cleared for Action.**  
The *Virginia* steaming out to meet the enemy which is represented by the targets, during the recent battle practice.



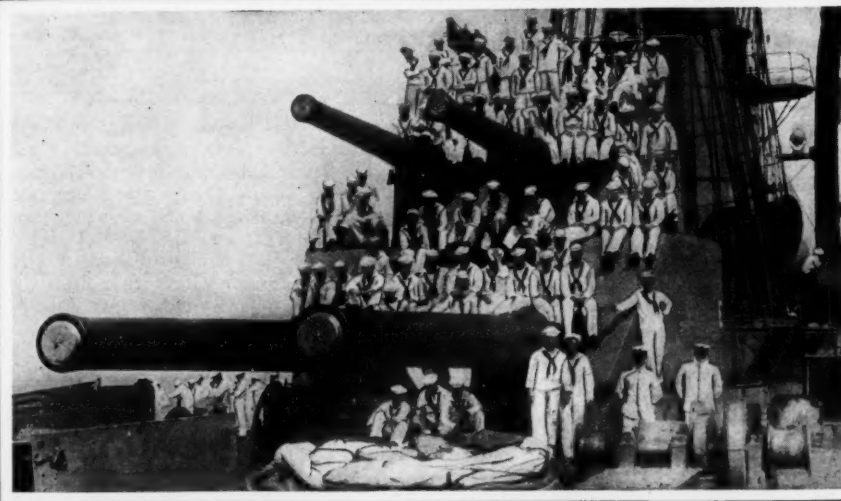
**Tallying Up the Score.**  
Officers estimating the number of hits on one of the target canvases brought in after the day's practice.

IT WOULD take just five minutes for the Atlantic battle-ship fleet to destroy a hostile navy, according to an officer in the American navy who witnessed the recent target-practice off the Virginia capes. Sixteen thousand men and sixteen battleships took part in the maneuvers. The excellent marksmanship of the gunners at ranges never before attempted was the feature of the practice. Targets six and seven miles away were shot to pieces. The targets are taken out under sealed orders and towed by a battleship. The attacking squadron of four battleships steams in column and watches the horizon for the target. As soon as they come in sight, the range finders give the alarm and the battle is on. A sighting shot is fired. The moment a trying-out shot reaches its mark and the range is determined, the firing becomes general. The honors for the best marksmanship have not yet been determined, but the *Delaware*, *North Dakota*, *Idaho* and *Minnesota* are very close for first place. The terrible results of the new method of salvo firing, a broadside of twelve-inch shells concentrated on any one ship, it is believed, will revolutionize naval warfare.

Photographs taken by J. W. Aide, of LESLIE'S staff, the only photographer with the Third Division of the North Atlantic fleet.



**Bringing the Eight and Twelve Inch Guns into Action.**  
The recent practice shows a modern naval engagement is something that all nations will try to avoid, especially with this country.

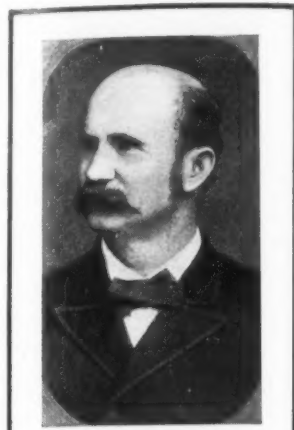


**The Surest Guarantee of Peace.**  
The after-turret crews of one of our big Dreadnoughts. Lieutenant Wood and Midshipman Shaffroth, who had charge of the crews, in lower right corner.



# People Talked About

**H**AS THE Governor of New York State sufficient power for the efficient execution of his duties? On this question Governor Hughes and former Governor David B. Hill are of two minds, the former advocating a greater centralization of power in the Governor's hands, the latter opposing it as dangerous.



HON. DAVID B. HILL.  
He opposes more power and a longer term to State executives.

Such centralizing, thinks Mr. Hill, would lessen the importance of other State offices—a course inimical to the interests of the people. No adequate reason, he thinks, can be suggested for creating what would be, after all, a one-man government of the State. "The change would be undemocratic and unrepugnant." During his own long career as State executive, Mr. Hill said, he never saw anything which led him to believe the interests of the State would be promoted by making these lesser offices appointive instead of

elective, as Governor Hughes suggests. Again, he opposes Governor Hughes's idea of lengthening the Governor's term of office, advancing this reason: "Changes in the constitution should not be made for light or trivial reasons. In 1894 the constitutional convention, with the approval of a popular vote, reduced the term from three to two years, and there is no necessity for a return to a longer period." Mr. Hill's career has given him ample experience for advising the course of public men. He was born in Havana, N. Y., in 1843. At the age of twenty-one years he was admitted to the bar. Four years later found him a leading figure in national Democratic politics, and he was delegate to the national convention many times, twice as chairman. By 1871 he was member of the New York State assembly, then city attorney, alderman and finally mayor of Elmira. He became Lieutenant-Governor in 1882 and Governor three years later. After two terms he went to the United States Senate, serving there in a manner that won him national approbation.

**W**RITING under the name of Josephine Preston Peabody, Mrs. Lionel S. Marks, of Cambridge, Mass., has achieved the signal honor of winning the prize contest opened by the governors



JOSEPHINE PRESTON PEABODY.  
The American woman, whose play won the coveted Shakespeare Memorial Prize in England.

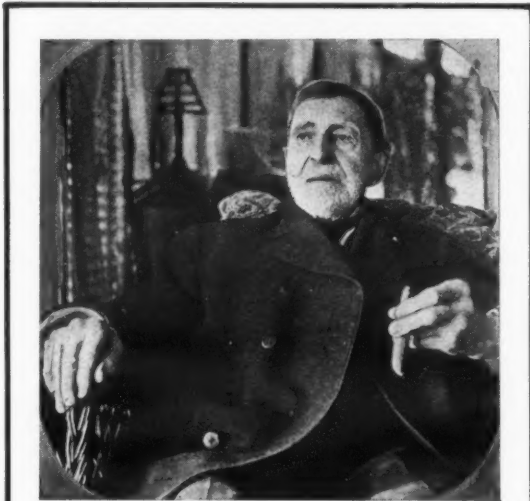
of the Shakespeare Memorial Theater, at Stratford-on-Avon. Her play, "The Piper," which deals with the old story of the Pied Piper of Hamelin, was adjudged the best out of six hundred and fifteen manuscripts submitted to the reading committee, and she has been awarded the fifteen-hundred-dollar prize offered. "The Piper" was presented in the Memorial Theater on July 27th, at the midsummer festival. Its success was immediate. It was to have been produced at the London festival, and Mrs. Marks

went abroad to be in London at that time; but owing to King Edward's death, the performance was postponed. She is the wife of Professor Marks, who is in the department of mechanical engineering at Harvard University. Before her marriage she was a professor of English literature at Wellesley College. She is a graduate of Radcliffe College and has written poems from girlhood. Her "Marlowe" has received high praise from distinguished critics. The Shakespeare prize is a much coveted award among playwrights. Works of the highest order only are considered. The object of the award is to perpetuate an interest in dramatic composition of a quality superior to that demanded by ordinary theatrical managers. Mrs. Marks' success is a triumph for American letters.

**A**FTER spending six and a half years in tropical forests of the French Congo, in West Africa, Professor Richard L. Garner has returned to this country, accompanied by his trained chimpanzee, which displays remarkable powers. Professor Garner says that the chimpanzees have a vocabulary of twenty words, that he has tabulated fourteen of them and can speak nine himself. As proof of his statements, he directs Susie, the chimpanzee, by a series of ear-splitting calls, which the animal follows intelligently.

**M.** BILLOVOCCHI recently made a sensational aeroplane flight at Paris. He circled twice above Eiffel Tower, at a height of 2,450 feet.

**S**PENDING his last years in the balmy climate of southern California, Lieutenant-Colonel Frank Bridgeman, U. S. A., retired, recently celebrated his ninetieth birthday anniversary, at his home in Coronado, near San Diego, Cal. To Colonel Bridgeman belongs the honor of now being the oldest retired officer of the regular army of this country. At the outbreak of the Civil War Colonel Bridgeman was conducting a mercantile business at Keokuk, Ia., but he responded to the call for service and entered the Union army in the paymaster's branch. With honor he served through the four years of the conflict and for gallant conduct was brevetted. At the close



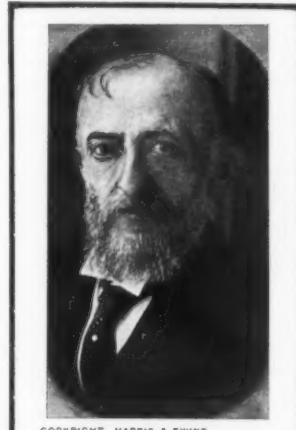
COLONEL FRANK BRIDGEMAN,  
The oldest retired officer of the regular United States army.

of the war he was mustered out of the volunteer service and was appointed paymaster in the regular army, where he remained until his retirement in 1884. It was largely the result of his efforts that the Army Mutual Insurance Company was put upon a sound business basis. Though retaining his sight and hearing, as well as his mental faculties, Colonel Bridgeman is much enfeebled physically by reason of his advanced age, and rarely leaves his room at the Hotel del Coronado, where he has resided for some years.

**A** GOLD watch and chain, the gift of President Taft, was presented recently to Captain W. Danielsen, of the Norwegian steamer, *Hypolyte Dumois*. The outer case of the watch is engraved with the coat of arms of the United States and the following inscription: "From the President of the United States to Captain W. Danielsen, for his humane services in effecting the rescue at sea, October 4th, 1908, of the captain and crew of the American schooner, *Mayflower*." The rescued crew was made up of young Harvard and Yale men, who had fitted out an expedition to seek treasure that was reported in the vicinity of Jamaica, but were shipwrecked in a hurricane.

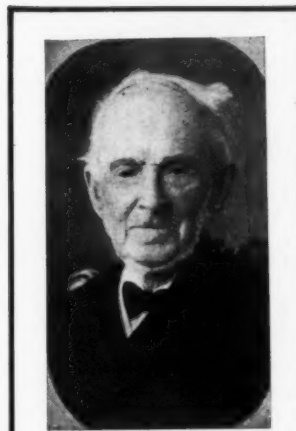
**L**EWIS B. CARLL was born blind in 1843. When he was ten years old he was entered as a pupil in the New York Institution for the Blind. He was graduated with a high record for scholarship. In 1866 he entered Columbia University and left there with high honors. He specialized in French, German and mathematics, and in the last subject became an expert. He is to-day a professor of mathematics. All his work has been done on raised print manuscript. For eleven years he has worked on a book of higher mathematics, which has just been finished. He is widely known as a lecturer.

**T**HE RECENT unpleasantness resulting from Russia's refusal to permit Oscar Hammerstein to enter the empire because he is a Hebrew directed the world's attention anew to that country's bigoted policy in persecuting the Jewish race. By that incident it was plainly shown that the frequent and appalling massacres were not caused merely by unreasoning prejudice of ignorant mobs, but there seem to be signs of a governmental policy. A recent report from Europe denies the rumor that Oscar Straus, the United States ambassador to Turkey, abandoned a proposed visit to Russia because he refused to avail himself of a passport in the regular form of those governing the admission of Hebrews and which contained no reference to Mr. Straus's rank. He could not, it was said, maintain personal pride nor public honor if he submitted to the amazing prejudice shown by the authorities of Russia toward a race that has ever been noted for its moral purity and intellectual eminence, of which he is a son. We are pleased indeed that Mr. Strauss was not humiliated as reported, though we feel that his attitude would, in such event, be identical with the one that rumor has ascribed to him. It would be unfortunate if so popular a public man and so able a representative of the great number of Jews who are doing things worth while in America, should be thus discouraged. Mr. Strauss's career, like that of the famous Jewish statesman, Disraeli, is ample commentary on the powers of his race. He has been one of the country's foremost merchants, lawyers and diplomats. As a member of The Hague conference, Secretary of Commerce and Labor under President Roosevelt, envoy and now ambassador to Turkey, he has been one of our leading public men. He intends devoting the remainder of his active career to patriotic work. He has done well and the nation is fortunate that it will have so keen a brain and so calm a judgment at its service in the future.



HON. OSCAR STRAUSS,  
U. S. Ambassador to Turkey,  
whose career is a notable example of patriotic service.

**S**EVENTY-NINE years ago—and he recalls the event vividly—William Rankin walked proudly up to receive from the president of Williams College the diploma that made him a graduate of the class of 1831. Seventy-nine years is a long vista into the past. And yet the man to-day, aged one hundred years, can recite the roster of his fellow-graduates, telling each of their personal characteristics, mentioning their part and his own in those escapades eternally dear to the college boy. He was born in Elizabeth, N. J. The young man traveled from his native town to the college, at Williamstown, Mass., by steamboat up the Hudson River to Troy, and made the rest of the journey by stage-coach. It is a tribute to Williams that Mr. Rankin deemed it of such importance to undertake what was then so long and arduous a journey to reach it. Once, after the Christmas vacation, the river was entirely frozen over and he made the journey by sledge. He became a lawyer after graduation. Years ago, when living in Ohio, Mr. Rankin practiced law in the same courts with Alonzo Taft, father of the President, but he left that State before the President was born. Then he went back to New Jersey, living in quiet industry. Recently, when he celebrated his hundredth birthday, the college alumni the country over sent him messages of congratulation, many of them visiting him to pay their respects to the oldest living college graduate. An active man of one hundred years, still a college boy at heart.



WILLIAM RANKIN.  
Aged 100 years, he is the oldest college graduate in the United States.



# Is the Automobile a National Menace?

The Second of a Series of Significant Answers from Prominent Automobile Manufacturers

EDITOR'S NOTE:—Calamity howlers have been responsible recently for reckless statements to the effect that the automobile is a contributing cause to the higher cost of living. One alarmist has announced that there is a wholesale mortgaging of homes going on throughout the United States to enable those who can ill afford it to buy automobiles. If these opinions did not deal with one of the most significant industries of the United States, they might be set aside as being too ridiculous to be considered. The vital importance of the automobile and the motor-car industry, however, makes even the slightest unwarranted attack upon it significant. It is estimated that there are now in use over 300,000 automobiles and the automobile industry employs over a million people. Its vital relation to the prosperity of the nation is evident at a glance. The following papers make up a series of answers contributed by the presidents of prominent automobile companies. They deal very forcibly with the fallacy that the automobile is an economic menace to the nation.

## The Automobile Responsible for the Nation's Prosperity.

It Furnishes a Livelihood for a Million People and Promotes the Circulation of Money.

BY K. P. DRYSDALE.

Of the Cadillac Motor Car Company.

**I**F THERE are any evils existing in the business world to-day which have not been attributed to the automobile, some one had better speak up and point them out quickly or the opportunity will be lost. The wise-ones, the would-be philosophers and the self-appointed guardians of other people's affairs have proclaimed the widespread purchases of automobiles to be an economic waste, which, if not checked, is going to cause the ruination of the country and other kinds of calamities. All of which can be classified as nothing more dignified than mere "rot." A more intelligent analysis of facts and conditions will readily prove that quite the contrary is true and that to the automobile industry the country is indebted for a very material share of its unprecedented prosperity during the past five years. The one thing essential to general prosperity is the free and rapid cir-



K. P. DRYSDALE.

Of the Cadillac Motor Car Company who believes that the country is indebted to the automobile industry for a very material share of its unprecedented prosperity during the past five years.

ulation of money. A single dollar—or a single penny, for that matter—kept in circulation is a greater factor in producing prosperity than the entire currency of the country, were the latter to remain untouched in safety-deposit vaults or sewed up in the mattresses or hidden under the carpets of the nation. "Economic waste." Bosh! There is no economic waste like idle labor.

The automobile industry provides the means of livelihood for a million people. First, there are the vast plants which have employed thousands of skilled builders in their construction. There are the plants devoted to making machinery for making the parts that enter into the motor car. There are the thousands upon thousands of skilled artisans employed in the making of the parts. There are thousands of salesmen engaged in the plan of distribution. Imagine yourself awakening to-morrow morning and finding the wheels of the motor-car industry stopped—stopped not to start again. Imagine, also, several hundred thousand workmen suddenly cut off from the means of sustenance. Imagine, then, the result to the tradesman, the merchant, the butcher, the grocer, the dry goods, the clothing and the shoe man, as well as the hundred and one others with whom these wages are spent, to say nothing of the stopping of the circulation of the cash beyond those points.

**B**UT, you may say, that would affect only the cities in which automobiles are made. Would it?

The man who receives the cash for his labor from the automobile manufacturer spends it, first, with his home retail merchant. The retailer buys from the wholesaler. If the business of the latter be curtailed, his requirements for help are also curtailed. The wholesalers buy from the various manufacturers, who are scattered from one end of the country to the other. The wholesaler's business having been reduced, the manufacturer's business is likewise cut down and he is obliged, therefore, to "lay off" his men. The consuming or purchasing power of these men is, in turn, reduced to nothing, and they, in turn, affect still other producers. The chain is an endless one. Even the farmer is not exempt from the influences. Unemployed labor must economize in everything, including foodstuffs. The sale for products of the farm becomes lessened and prices fall accordingly.

The great prosperity of the farmer during the past few years has called forth universal comment. What has been back of that prosperity? Not only good crops, resulting from advanced scientific methods of farming, but the fact that the farmer gradually awakened to the fact that there is something in life besides drudgery, that he could avail himself of the comforts and pleasures. He had been accustomed to hoarding what little cash he could scrape together, instead of keeping it in circulation—keep-

ing it working. When he began to spend his money for some of the things that helped to make life worth living, that cash soon commenced coming back to him a hundredfold, because that cash in its travels had materially enhanced the value of what he himself was producing.

The farmers are the subject of severe criticism for their extravagance in buying automobiles. Yet the very fact that they are doing so is the underlying reason for their being able to buy them. More plainly speaking, the farmers are getting their automobiles, and, in fact, are getting them without cost. This statement, upon first thought, may appear absurd; but let us reverse the process of reasoning and see if it is not true. The farmers, by expending millions of dollars for the comforts and enjoyments of life—even for the luxuries, if you will—are creating enormous opportunities for the employment of labor. The employment of that labor, in turn, increases the consuming and purchasing power of labor, with the resulting increase in the value of what it purchases and consumes, the greatest items of which are the foodstuffs, the products of the farm.

**T**AKE the farmers, who to-day have the cash to pay for comforts, for automobiles or other so-called luxuries; let them all suddenly decide to stop, and in less than a year it would be found that they would have no surplus to buy with. The whole country would quickly revert to the old order of things—the soup houses, low prices for farm products, and the resulting depreciation of farm properties. The man who decries the spending of money which goes to pay for the products of labor, with the idea that such expenditures are detrimental to the industrial welfare of the people as a whole, does so either because he himself happens to be so situated that he can profit by the misfortunes of others or because he is not mentally broad enough to fully comprehend the process necessary to produce industrial well-being and general prosperity.

## Give the Automobile Fair Play.

How the Rumors that the American People Are Mortgaging Their Homes To Purchase Motor Cars Were Proved To Be without Foundation.

BY PRESIDENT BENJAMIN BRISCOE.

Of the United States Motor Company.

**P**ERSISTENT rumors circulated by a few alarmists, who maintained that there was a wholesale mortgaging of homes to purchase automobiles, have been conclusively proved by figures to be without foundation. Being among the largest producers of motor cars, employing, as we do, over sixteen thousand men and using over twenty million dollars' worth of raw material annually, in a product of from forty thousand to fifty thousand automobiles, we are, of course, vitally interested in the present and future of the industry.

For the purpose of arriving at the true facts and securing correct information relative to these rumors, we wrote to twenty-four thousand bankers and inclosed a blank asking them to furnish the United States Motor Company with the number of people in their vicinity who had mortgaged property or who had borrowed money to purchase automobiles. The bankers were also asked to furnish us with the percentage of motor cars used for business or useful purposes, and whether or not, in the bankers' opinion, the sale of automobiles would increase in their respective territory during 1911. The compilation of figures submitted by the bankers shows that there is less than one per cent. of automobiles bought on mortgages and less than four per cent. purchased with borrowed money. These figures conclusively prove that the persistent rumors are practically without any foundation whatever, and show that the recent utterances have been made by people who really have no means of knowing whether these statements are true or not. At this writing, 5,254 have replied to our letter, and these state that there are 198,216 automobiles in their cities and towns. Of the 198,216 automobiles, only 1,254 have been purchased by the placing of mortgages and but 7,475 have borrowed money without mortgages to purchase automobiles.

The sale of automobiles will increase during 1911 over that of 1910, in the opinion of 3,653 bankers; while 1,601 are of the opinion that sales will not increase in their localities. The latter, however, are bankers in the small towns, where the increase in population is small, which probably accounts, in part, for their opinion. Many of these letters speak in glowing terms of the various business purposes to which the automobile is applied. The bankers report that a large percentage of so-called pleasure cars

are used for business purposes, such as physicians, real-estate dealers, farmers, contractors, the bankers themselves and other business men. The bankers do not hesitate to say that they consider automobiles helpful not only in ways of recreation, but in business as well.

Comparisons of the automobile with the horse-drawn vehicle are consistent. Statistics show that there are 21,000,000 horses and colts in the United States. There are about 900,000 horse-drawn vehicles sold annually. This is exclusive of farm and delivery wagons, of which there are, in addition, about 400,000 sold annually. The daily average use of the horse-drawn vehicle can be safely estimated as an average of four miles per day. There are in daily use in the United States 7,000,000 horse-drawn vehicles. It costs to maintain these vehicles, figuring the horses' keep at \$12.50 per month each, at present prices of grain and hay, and without depreciation, \$150 each per annum. Therefore, the 7,000,000 vehicles, using 10,000,000 horses, cost to maintain, \$1,050,000,000 per annum. The cost of labor to drive these 10,000,000 horses is not less than three cents per mile. It, therefore, will cost to drive these 7,000,000 vehicles \$840,000,000 per day, or \$306,000,000 per annum. Adding the cost of driving the vehicles to the cost of maintenance of the horses, we would have a total expenditure of over \$1,356,000,000 per annum for the 28,000,000 vehicle miles. Let us figure how we would come out by using automobiles for these 28,000,000 vehicle miles per day, using a runabout as an illustration, for the expensive touring-car class of users is such a small part of what makes the automobile industry and the money they spend is less of an economic waste than if they did not spend it:

	Per mile	Per day
Cost of tires .....	1½c	\$420,000
Cost of labor .....	1½c	420,000
Cost of gasoline .....	½c	140,000
Cost of oil .....	1-10c	28,000

A total operating expense of \$1,008,000, or \$359,000,000 per annum, against the cost of \$1,356,000,000 if by horse, making an economic saving of \$997,000,000 per annum in favor of the automobile. The above figures are somewhat large and perhaps hard to grasp.

**L**ET us use as a comparison a one-horse buggy and a small automobile runabout, say, one retailing at \$600. If we figure that a horse and buggy average four miles a day, this means a yearly mileage of 1,460. A conservative estimate of the cost of this mileage would place it at not less than \$150. A small runabout (\$600) can be operated for 1½ cents a mile for tires, 5-10 of a cent a mile for gasoline, 1-10 of a cent a mile for oil. Allowing 2-10 of a cent for other expenses, we get a total of 2-3-10 cents a mile. It will cost, therefore, to do with the runabout \$33.58 what it costs \$150 to do with the horse. Is this economic waste?

Now, if these men can figure how any economic waste takes place by the use of the automobile rather than the horse-drawn vehicle, we would like to see how they do it. We cannot see but that we are occupying a field of great economic usefulness in making and selling automobiles, and it hurts us to have economists say that which sounds as though we were charges upon society. We do not think that this is fair nor can it be supported in any way by the facts. The American people have never been accused of not knowing their own minds. They are buying automobiles because they find them useful, every-day working tools. They are returning dividends in health; they are returning dividends in actual cash when used in a business capacity. They are not a fad; they are not, in a larger sense, a luxury. The automobile industry will grow larger and larger, and as it progresses it will develop more and more into a significant factor in the nation's prosperity. We must not forget that the automobile is now looked upon as an indispensable aid in the world's work.



BENJAMIN BRISCOE.

President of the United States Motor Company, who proved that the report that there was a wholesale mortgaging of homes in the United States for the purpose of purchasing automobiles, is absolutely untrue.

Mme. L. Who will n

Ver In "The the



# With the Players

By Harriet Quimby.

**I**F YOU like clean, clever and diverting comedy, combined with good drama, in a story containing several original situations, and the whole interpreted by a cast of players such as we seldom get on this side of the Atlantic, go and see "The Little Damsel," at the Comedy Theater. London liked it so well that it ran there for many months. New Yorkers, wearied to the point of extinction with wishy-

"The Little Damsel," at the Comedy.

washty love stories and trashy farces, clean and unclean, which have been offered us this season, welcome "The Little Damsel" just as sincerely as does the good "old papa," proprietor of the Café Angelique, in Soho, when she returns to him after suffering many bitter experiences. It was hinted by a number of critics that conservative theater-goers might object to "The Little Damsel" because of the Bohemian atmosphere pervading one act and the unexplained relations existing between the little Damsel and the man who fails to keep faith with her. This is deliciously funny when we consider that New York audiences have not only survived a vast army of Salomes, but that they have also made prosperous the managers who produced "The Easiest Way," "The Lily," "Mid-Channel," "The Great Divide," "The Awakening of Helena Ritchie," "Just a Wife" and other plays too numerous to mention, each of which discussed certain phases of life with a frankness which, in comparison, renders "The Little Damsel" a Sunday-school story.

It is commendable to be patriotic and to praise our actors as earnestly as foreigners claim that we boost Niagara Falls; but one has only to go and see for himself to corroborate the statement which I feel justified in making, that, with two or three excep-



Who's Who on the Rialto.

128. Albertina Rasch, the star of this season's Hippodrome spectacle.

Caricature by Ed. A. Goewey.

tions, American actors appear like plowmen in comparison with the naturalness and ease of English actors of the same professional standing. Why this should be so I cannot say, unless it is that in this country the moment an actor shows a suggestion of talent he is jumped into a leading role and sent out at the head of his own company. He seldom serves a long apprenticeship, such as English and French actors are obliged to undergo before they can secure an engagement. The acting in "The Little Damsel" is to be enjoyed, for even the insignificant parts are in the hands of players who know their business. The story of the play, written by Monckton Hoffe, contains a tangled love affair, with one act of Bohemianism located in the bandroom of a café, a domestic scene in the charming home of the little Damsel, former harpist in the café band, and a lot of conversation, witty, original and refreshing. Every tear—for there are a few in the three acts—is followed by a laugh. May Buckley plays the part of the little harpist charmingly. She is pretty and fresh-looking and she realizes the character perfectly. Cyril Knightley, a London matinee favorite, assumes the principal masculine role, although there is only a shade's difference in the importance of his part and the parts assigned and delightfully played by George Graham, Frank Lacy, Henry Vogel and Henry Wenman.

When "Alma, Wo Wohnst Du?" was produced at the Grand Opera House, on Eighth Avenue, Anthony Comstock condemned it as a

"Alma, Where Do You Live?" at Weber's.

menace to public morals and the play was withdrawn. Under the translated title of

"Alma, Where Do You Live?" the same play, supposedly washed and boiled

(Continued on page 385.)



Mme. Louise Homer, Who will make an American concert tour.



Reginald Werrenrath. His recitals will open in New York on October 25.



Alma Gluck, The Metropolitan opera star who will sing in New York during October.



Yolando Mero. She will sing with the Thomas and the Boston Symphony orchestras.



Joseph Hofman, The master pianist, who will give thirty-five recitals in America.



Lina Cavalieri. She will make her fall debut in the Boston Opera House.



Vera Michelena, In "The Girl in the Train," at the Globe Theater.



Winona Winter and Sam Bernard In "He Came from Milwaukee," at the Casino.



Billie Burke, In her successful comedy, "Mrs. Dot."



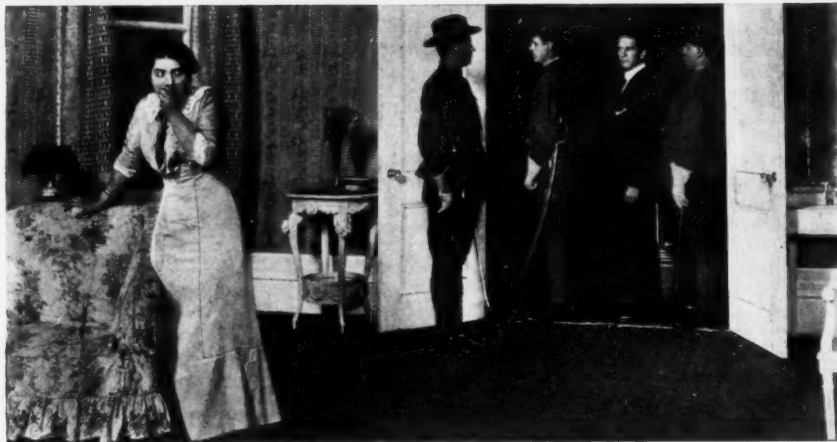
"Decorating Clementine." G. P. Huntley and Hattie Williams at the Lyceum.—Copyright by Charles Frohman.



Isabel Irving, With John Drew in "Smith," at the Empire Theater.



"Con & Co."—an Exceptional Farce. Harvey Stone, Maude Odell and William Burress "cutting up," at Nazimova's Theater.



"The Deserters"—a Drama of Realities. The big scene in the new play by Robert Peyton Carter and Anna Alice Chapin, at the Hudson Theater. Helen Ware, the star, at left.



# Does the Pistol Make Criminals?

How Apparently Misdirected Legislation Is Proposed without Thoroughly Investigating the Revolver and Its Humanitarian Services

By John Wilmer Broadman

**L**AST WINTER I spent a morning in a legislative committee room. A hearing was in progress on a bill to prohibit the sale of pistols. The man who spoke in behalf of the measure had once owned a pistol. He kept it in a trunk. One day the trunk was broken open and the pistol stolen. This incident had convinced him of the uselessness of owning a pistol unless one purposed to commit murder with it. A moment later, although probably not as a corollary of that thought, he advanced the idea that the possession of a pistol almost invariably did create murderous impulses in the heart of the possessor.

His views, he said, were the result of considerable investigation, although he did not reveal the results of such investigation, and when requested to do so by the chairman of the committee, confessed that he would be obliged to avail himself of some future opportunity to submit facts that supported his views. He, nevertheless, expressed the conviction that all right-minded people would agree with him and that those who did not were very probably actuated by motives not at all creditable to them.

After this illuminating discussion of the subject the committee heard a gentleman who was opposed to the bill, and who, after commenting at some length on the Federal Constitution, wound up with the thought that inasmuch as people could buy pistols outside of the State they might as well be permitted to buy them in the State and thus keep the money at home. If this hearing was a typical one and if such arguments as I have described afford the only light that legislators receive from the outside on the public benefit or detriment which is likely to result from the passage of a given bill, I must confess that my admiration is irresistibly attracted to the legislature of a certain Southern State which recently decided that the best thing to do about the various bills before it was to do nothing at all. I understand that this pistol bill was reported unfavorably by the committee. The subject interested me to some extent.

**I**F THE pistol requires to be legislated about, it is worth knowing something about. I wondered what kind of people were led to do murder because they happened to have pistols and who would have been able to keep their hands free of the blood of their fellows if they had not had pistols. Every one had an answer for my question, but smiled indulgently when I asked them if they had ever made any investigation of the subject. They knew because they knew, and that was all there was to it. George S. Dougherty, of the Pinkerton National Detective Agency, came to my assistance. He very kindly lent me a chapter from the homicide files of the New York office of the Pinkerton agency, containing apparently all of the homicides, both in and out of New York City, that had been referred to in the New York papers during a period of seven years, from January, 1902, to January, 1909. Of the total number of slayings reported, forty-seven per cent. were committed with pistols and fifty-three per cent. with other weapons. Of the pistol murderers, fifty per cent. were committed by criminals as an incident or sequel of robbery. Of the remaining slayings with pistols, about sixty per cent. were committed by men with criminal or semi-criminal records; about eighteen per cent. were bona-fide cases of self-defense; maniacs were responsible for five per cent.; Sicilian and Neapolitan vendettas for another five per cent.; the so-called unwritten law answers for three per cent., and the remainder do not admit of classification.

The foregoing are facts, and probably typical facts. Now, what do they prove? Do they prove that our murders would show a decrease of forty-seven per cent. if there was no such thing as a pistol? I am afraid they do not. I am not sure there would be any decrease or that there would not be an increase. These facts prove, or seem to prove, that the people who commit murder are for the most part either criminals, who take human life as an incident to their trade, or men who have skulked furtively along the frontier of crime, committing occasional infractions of the law, possessing criminal instincts and dissolute habits, and perhaps best described as criminals in the making.

The majority of the homicides committed by robbers were noteworthy for their wantonness. Notwithstanding the dictum that a burglar or highwayman is loath to take human life, it is quite evident from a perusal of the Pinkerton files that his discretion is frequently upset and that he not infrequently commits murders which neither his safety nor the success of his mission requires. In remarkably few of the cases noted was the victim's resistance responsible for his death. This leads one to inquire whether a pistol is really of any protection or value to a law-abiding man. The Pinkerton files show that eighteen per cent. of the homicides committed with pistols were bona-fide cases of self-defense. In mak-

ing this calculation, I did not include pistol duels between lawless men or other cases in which the facts might be distorted to sustain a plea of self-defense. I took only those instances where the facts and circumstances exhibited unmistakably that the slayer was fully justified under the law. In reviewing the murders committed with other weapons than pistols, it seems to me quite within the bounds of possibility that twenty-five per cent. of the victims would have escaped if they had been provided with firearms. This is, of course, entering into the realms of speculation; but it can be accepted as a fact that a considerable percentage of these murders, whether twenty-five per cent. or more or less than twenty-five per cent., would not have occurred if the victims had been armed with pistols. Therefore, as a concrete fact, it seems permissible to say that the pistol has saved a good many lives, not to mention property, and apparently could have prevented a good many of the murders committed with other weapons.

**I**T CAN be argued that the evil wrought by the pistol outweighs the good which it accomplishes. It is sometimes said that a pistol will get a man into trouble more frequently than it will get him out of trouble. In this statement and in the minds of some with whom I have talked on the subject there appears to exist the assumption, as of a known fact, that the possession of a pistol makes its possessor more militant and more likely to get into trouble as a consequence; also that, having at hand the means of taking human life, he is more likely to yield to the promptings of rage and other transitory emotions. It had always seemed to me that this sounded reasonable, but in going through the Pinkerton files I do not find a single case that I can identify as one where a previously law-abiding man was converted into a murderer in a fit of sudden emotion, because he happened to have a pistol.

It is, no doubt, fair to assume that some of the homicides reported might not have occurred if the slayers had not possessed pistols; but this does not appear very conclusively in any case noted, except where the killing was done by a robber as an incident to other objects or by a lawless character in an encounter with another of his own kind. With the exceptions last noted, the cases which admit of analysis seem almost invariably to show a premeditated design to kill the victim, or at least to take his or her life as an alternative to compliance with some wish or demand of the slayer. And it is a noteworthy, although upon reflection not a surprising, fact that in practically every case where the victim was unarmed he could have been slain with some other weapon. Indeed, there appear to be a number of cases in which murders were committed with other weapons, although the slayers had pistols in their possession at the time. Therefore, I should say that, while it is probably true, as matters now stand, that the pistol does more harm than good, it does not follow that the suppression of the pistol—if that were possible—

would reduce the number of felonious homicides in this country. On the contrary, I am strongly inclined to believe that any cause which lessens the risk to themselves will increase the number and frequency of acts of violence by criminal and lawless persons.

The trouble does not lie with the pistol itself, but with the people who misuse it. Confine its use to law-abiding men, and it would be speedily recognized as an unmistakable benefit to society. If every kind of modern deadly weapon could be destroyed and the manufacture of such weapons effectually prohibited, we know that men would still contrive in some way to arm themselves. Criminals, shillabers, cadets, bar flies, panhandlers, lawless foreigners and other types of vagabonds, would give the most thought to the subject and provide themselves with the best weapons, while the peaceable and law-abiding would arm themselves less effectively and continue, as now, to be preyed upon at the pleasure of the lawless. When a gas stove is used to crush a victim's skull or a large nail is employed as a weapon of destruction (such cases appear in the Pinkerton files), it seems useless to expect to prevent murder by legislating against any particular weapon or weapons.

**A**S THE pistol has a wider scope of effectiveness than any other small arm, it is naturally a favorite of lawless persons, who have reason to anticipate the need of a deadly weapon. I do not know of any familiar form of pistol legislation that is capable of deterring this class from possessing pistols. Prohibiting the local sale of pistols does not reach the end sought, for the intending purchaser has only to send out of the State to one of the many concerns that make a business of selling firearms by mail. The man whose possession of a pistol is a menace to society has sufficient incentive to send away for a weapon, the more so since he knows that fewer pistols are likely to be found in the possession of those whom he seeks to intimidate, and the ease and security with which his unlawful objects can be accomplished are correspondingly increased. In all probability the criminal and ruffian warmly welcome the enactment of such laws, as making the pistol more valuable to them. To require the purchaser of a pistol to possess a license before he may purchase a weapon seems equally futile, for a man who desires a pistol for an unworthy purpose is scarcely likely to apprise the authorities of his intended purchase. It is argued with some show of reason that a large proportion of crooks, criminals and lawless characters prefer to buy their pistols from mail-order houses in distant places, even though there are no restrictions on the local sale of such weapons. I am also convinced by my investigation of the subject that no law which prohibits and punishes the dissociated act of carrying weapons will deter the criminal or lawless character, no matter how severe the penalty. Evidence of this can be found in States where the law inflexibly provides a non-alternative jail or penitentiary sentence for carrying a concealed weapon.

Experience has demonstrated that the authorities are not diligent in the prosecution of those who carry pistols. When any diligence is shown, it is of a spasmodic character, for there is a tendency to look leniently on pistol carrying and to regard it as frequently justifiable. A police official in one of the best policed cities in America told me recently that no court in his city would convict a decent man for carrying a pistol. "They will find some ground for acquittal and there is no use of bringing such cases before them," he said. The criminal and lawless know from experience that they are not likely to be detected in the act of carrying concealed weapons, unless apprehended for some other offense. In that case the authorities are more than likely to be chiefly interested in the offense for which the arrest is made and not inclined to institute a separate prosecution for the separate act of carrying concealed weapons. As a consequence, the criminal or law-breaker, feeling as he does that a weapon is sure to come in handy some time, and that it is not likely to make a bad matter any worse if he is arrested on some other charge, is not largely influenced by laws against the carrying of concealed weapons.

**A**LL FAMILIAR kinds of pistol legislation, both in theory and practice, have the inevitable effect of making the pistol more valuable to the lawless man without deterring him from having such a weapon, while, at the same time, rendering the law-abiding citizen more easy to intimidate or plunder or kill, if need be. The facts justify us in drawing a distinction between the bad or weak man, who is likely to make improper use of the pistol, and the law-venerating man, whose possession of a pistol and consequent ability to protect himself and property or join in the protection of others might prove a distinct gain to society. Common sense tells

(Continued on page 384.)

## If I Were President.

**I**F I were President, I'd speak  
When I had things to say,  
Or once a week, or twice a week,  
Or twenty times a day.  
I'd give my speeches to the press  
As I was minded to;  
And that, unless I miss my guess,  
Is—just—what—Taft—does—do.

**If I were President, I'd go**  
About this goodly land,  
Sure not for fun and not for show,  
But just to understand.  
While shallow critics dully stormed  
I'd range the country through;  
And that, unless I'm misinformed,  
Is—just—what—Taft—does—do.

**If I were President, I'd tell**  
The Congress my desires,  
And they might act, or go to—well,  
The place of forest fires.  
I would not urge, or prod, or nudge,  
Or beat the stubborn crew;  
And that, if I am any judge,  
Is—just—what—Taft—does—do.

**If I were President, in short,**  
I'd try to do my work  
In steady, self-respecting sort,  
Nor ever flinch or shirk.  
I'd keep a smile upon my face  
Whoever played the shrew;  
And that, with cheery grit and grace,  
Is—just—what—Taft—does—do.

AMOS R. WELLS.

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# The Step

By W. Carey Wonderly

# Aside

Drawings by George F. Kerr

**I**T HAD become a habit with Anderson to find himself, each evening, dropping in at the Pier Theater in time to witness Nancy Carter's turn. After sitting through four performances, he knew it all pretty much by heart, and caught himself upon one occasion whistling the refrain to one of her songs with the boys and men in the gallery. It was a pretty song, with a pretty refrain, and Anderson liked it immensely. But, then, he liked everything about Nancy Carter, including herself. Dick Anderson had come, like young Lochinvar, out of the West—you could tell it by the way he rolled his "r's." It was the same telltale letter, or, rather, her omission of it, that proclaimed Nancy a daughter of the Southland. That, indeed, was her title on the programs:

**NANCY CARTER**  
A DAUGHTER OF THE SOUTH

and Anderson liked it for the good, wholesome sound it carried with it.

Nancy was a blossom of a girl—soft, gold-brown hair; dark, half-wistful eyes; a girlish figure becomingly frocked in white, with just a touch of cherry ribbon to match the color in her cheeks, and a voice infinitely sweet and full and, somehow, just right for the old Southern love songs she sang. Anderson's heart beat a trifle faster at the thought of her. Never before had he believed that any woman could mean so much to him—and yet, at times, he tried to deny this even to himself.

To night, in the middle of one of her songs, he left his chair and started out of the theater. His brain seemed on fire, and he wanted, above all things, to get out in the open. But at the door, just before he passed out, he glanced back at the stage just in time to see Nancy Carter bow her thanks to the applauding audience. And with her she had brought out Mr. Lee to share the call. Mr. Lee figured on the program as Miss Carter's accompanist, and Anderson disliked the slim, rather dissipated-looking youth in consequence.

Out on the pier Anderson sat down, his hat in his hands, the better to give the ocean breezes full sway with his throbbing head. Again and again he told himself that he was an idiot—and worse. But the beauty of it was that he did not really care an iota what under heavens he might be if only he could know Nancy Carter. He tried to remind himself of what the boys back home would say did they know he was in love with a girl to whom he had never spoken a word in his life—and he found himself straightway sending the boys to another and a warmer climate, posthaste. He told himself, again, how Travers and Wilby had warned him to steer clear of all Broadway soubrettes when he was obliged to start East on business, a month before. While Miss Carter was far from being one of those young persons, she was what in Lovelock is looked upon with suspicious eyes—an actress.

**N**OBODY but Anderson had ever called Nancy an actress. She was on the stage; likewise she wore feathers—but she wasn't an ostrich. With her accompanist, Mr. Lee, she was appearing in the vaudeville houses, singing many of the beautiful old Southern songs.

It was worse than some fool story book, he told himself, as he sat under the stars; yet even at that moment he was thinking of her. Five minutes later he walked briskly back to a post-card booth. On the back of "The Surf at Bathing Hour" he wrote, in his big, boyish writing, a half dozen lines:

DEAR NANCY:  
Is it possible that you have forgotten your old playfellow, Dick Anderson? I know those days are pretty far behind us, and that our home town is many miles away, but as I sat listening to your songs to-night, both of them seemed very, very near. May I see you after the performance, and renew an old friendship? I shall be waiting at the side door.

Your old chum,

DICK ANDERSON.

Twice he read it over, slowly, thoughtfully. Once

he made as if about to destroy the card; then, thinking better of it, slipped the message into an envelope and addressed it to Nancy Carter. He left the note at the box office. After the letter had gone, he strolled out to the end of the pier and back, before he went to the stage door. He was rather uncertain about his next move. Nancy Carter came out almost directly and stood for a brief moment in a brilliantly lighted doorway before descending the stairs. She wore white, something cool and soft and inconspicuous, and she looked like "one of the season's charming debutantes." Waiting, hat in hand, she came quickly down to him.

"You are Dick Anderson," she said, with a faint smile, giving him her slim, cool hand for a second only.

"Yes," he answered, a little nonplused now that she was beside him.

**"T**HERE was something strikingly familiar about your face that has puzzled me often—I have seen you in the audience frequently," she continued. "I thought then that I must know you. When your note came to-night—"

"I did so want to know you!" he burst out.



"I guess you are wondering why I asked you to bring me here," she said.

She raised her eyes and met his rather coldly, he thought.

"There is something quite fascinating in renewing old friendships," she said distinctly. "We never know how our childhood friends have turned out, if we have won or been cheated of our divine gifts. It is fascinating to sit still and observe—very like a game of cards—until the last one is dealt we cannot tell what our hand may be."

She smiled almost impersonally at him, standing at a little distance, facing him. But there was something so indescribably wrong with her—she was

so different off the stage, perhaps, that Anderson was thoroughly nonplused. She was spurring cheap philosophy like a boardwalk crystal gazer, and all the time he had expected a charming, ingenuous girl.

"Shall we go out on the pier?" he asked presently. She silently consented, and together, making conversation heavily and against odds, they walked out to the farthest point.

**"I**t is a perfect night!" she said once, and there was a note of warmth and color in her voice, and Anderson rejoiced. But when she spoke again, disappointment shone from his eyes.

"When were you home last?" she asked, following an awkward pause.

"About a month ago," he answered.

"And how is everybody? You know, I have not seen the old place for—let me see—yes, three years," she smiled.

"It has changed very little," he told her. "I doubt if there is even a new coat of paint on the parsonage since you went away. Towns change less than people do."

"Yes, that is true," she nodded thoughtfully.

"Would you have known me?" he asked. "If I had not recognized you, would you have been able to place me as—as—"

"As Dick? Oh, yes, I think so!" she cried.

"You are—rather like, I'm afraid, some other childhood friends I have recently met."

"How is that?" he asked quickly, flushing cruelly in the glare of an arc light.

She shrugged her shoulders, disdaining to glance at him.

"Tell me all about the old town!" she cried.

"Tell me all about Aunt Polly, and the last new minister, and Mrs. Putnam's baby. Those are terribly exciting topics, I know, but— Go on, please."

"It's this way," he said gravely, looking out across the water. "At last the government has built a dam at Lovelock and we are hoping great things for the new Nevada in the near future. Travers and Wilby and I have bought up all the land on both sides of the canal, and we're going to run a fruit farm. Such a network of irrigation ditches! Bless you, they are everywhere! But we are making good. The fruit is growing. We have had a fine apple season. That is why I came to New York, and I ran down here because I had always heard what a great place it is. It is that, eh? It's got my brains spinning—this town."

But back at Lovelock— Say, you wouldn't know the old place! Irrigation has done it a world of good. Bits of green everywhere now—trees, foliage, seed potatoes—not all alfalfa and soft, gray dust. That's the impression folks get of Nevada, and wrongly, eh? We three men have built us a pretty, cozy little house, and we are as comfortable as the skies are blue—which is three hundred days in the year."

"Go on," she begged, as he stopped suddenly, and watched, with a smile, the slowly rising moon.

"You ought to see the place—indeed, you ought!" he continued, with boyish enthusiasm. "So often during the last few

days I've felt that I'd like to show it all to you—take you down along the canal, point out to you the berry patches Wilby's planted and which were carefully stripped just the night before we got ready to ship the fruit to 'Frisco. Oh, Lord, how Wilby did take on! And small wonder! berries are rare out there—as you know."

"Yes, they are," she said slowly, as he turned and nodded vigorously in her direction.

"We've been fighting a long time for our dam and water, and now that the government has given them to us, the future of the country is in our hands," he explained. "It's going to be such a big, rosy future that I'd like you to see it grow. You must love it—even now. And, once there, it will get in your very veins—the country." He hesitated a moment, then, "Nancy, you ought to come home and watch it grow," he said.

Perhaps it was the moon, perhaps it was his voice,

(Continued on page 383.)



# The Latest Railroad Across the Continent

The Western Pacific, an Extension of the Denver and Rio Grande System, from Salt Lake City to San Francisco. How the Dream of an Engineer Became a Reality

By Homer J. Carr

**W**HEN C. P. Huntington, builder of the Central Pacific, turned in disgust from W. H. Keddle, pathfinder of the Sierras forty-five years ago, after telling him that his dream of a railroad through the wild and tortuous Feather River canyon was worse than a dream—that it was a furious nightmare—the heart of the enthusiastic engineer was well-nigh broken. After a year's arduous and dangerous work, Keddle succeeded in finding a way through the Sierras in that gold-strewn canyon for the first railroad ever built from the Pacific coast, leading across the continent. "No man will ever be fool enough to try to build a railroad through that canyon," said Huntington, ending the interview. Keddle is one of the few survivors of the generation building the first transcontinental line and, as an old man, the other day stood on the steps of the city hall at Quincy, Cal., and made the welcoming speech to the first passenger train to run through the famous Feather River canyon on the new Western Pacific. His dream of a half century ago had come true, and the old engineer's voice broke as he told of the ignominious rejection of his plans by the builders of that first railroad constructed across the precipitous and forbidding Sierra Nevada.

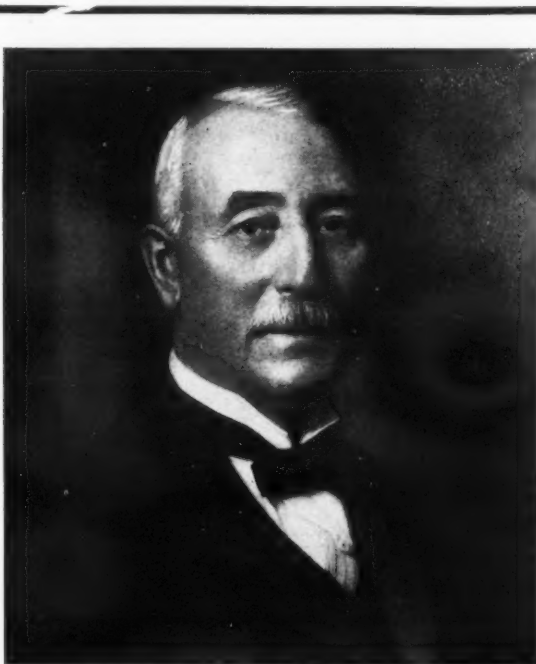
But if Keddle, the engineer, found the physical pathway for the latest, and for many years to come probably the last of the transcontinental lines, it was E. T. Jeffery who found the financial resources which are the vital element of every great undertaking. Mr. Jeffery was elected president of the Denver and Rio Grande Railroad Company on September 30th, 1891. The system then comprised about 1,600 miles, with its western terminus at Grand Junction, Col., about 250 miles from Denver. In 1895 he commenced studying the extension of the system west, either by purchase of the Rio Grande Western Railway, extending from Grand Junction to Salt Lake City and Ogden, or by building an independent line to the points named, with the ultimate object, circumstances permitting, of extending to the Pacific coast. About ten years ago Mr. Jeffery negotiated for the purchase of the Rio Grande Western, having in the meantime had private reconnaissances made for a Pacific coast extension. In 1903 he began taking necessary steps, confidentially, in California for securing control of Beckwourth Pass (5,000 feet above sea level) and Feather River canyon, between the pass and Oroville, Cal.

**I**N 1905 Mr. Jeffery negotiated with bankers the sale of \$50,000,000 Western Pacific five per cent. first mortgage gold bonds, and under the mortgage deposited the proceeds at interest with responsible depositaries in New York and other financial centers, and soon thereafter let to lowest responsible bidders the greater portion of construction work of the Western Pacific Railroad and began securing ample terminals in San Francisco and Oakland, Cal. The enterprise was delayed by the great San Francisco earthquake and fire; also by the financial panic of the latter part of 1907 and first half of 1908, although work was carried on continuously with diminished monthly expenditures. In 1908 Mr. Jeffery perfected a general financial plan for the Denver and Rio Grande in the form of a first and refunding mortgage for \$150,000,000, of which about \$18,000,000 could be applied to completion of the Western Pacific by the purchase of second mortgage bonds of that company at seventy-five per cent. face value, under certain contracts entered into between the Denver and Rio Grande and Western Pacific companies in 1905. In the latter part of 1909 he sold 40,000 shares of the preferred stock of the Denver and Rio Grande Railroad Company for providing further funds for Western Pacific, without adding to the fixed charges on the Denver and Rio Grande—a remarkable financial achievement, considering all conditions.

The Western Pacific Company expended to June 30th, 1910 (exclusive of accrued interest on second mortgage bonds), the vast amount of \$70,438,302.41. These funds were provided as follows: \$48,008,144.82 were proceeds, with interest, of the sale of \$50,000,000 of its first mortgage five per cent. thirty year gold bonds; \$18,784,333.40 were the proceeds, with interest, from the sale of \$25,000,000 second mortgage five per cent. gold bonds sold to the Denver and Rio Grande Company, and \$4,606,412.01 were advanced by the Denver and Rio Grande Company. The marked feature of this great enterprise of which

Mr. Jeffery is president, and one which should impress the public generally, is that it has been built without subsidies or donations of any kind or character. It has paid for every foot of its right of way and every part of its station grounds and terminal facilities. This is in strong contrast with the old Central Pacific, now a part of the Southern Pacific system, which was subsidized so liberally by the general government, with bonds and land grants, that large fortunes were made by its promoters. Mr. Jeffery deserves practically all the credit for the inception, the financing, the engineering features and the proper equipping of the Western Pacific, and he is now hopefully exerting himself to build up its traffic and make it a self-sustaining property.

**W**HERE the Sierra Nevada spread out to the northward like a feather, three rivers, each called a fork of the Feather River, have their sources a mile and a half above sea



MR. E. T. JEFFERY,  
President of the Denver and Rio Grande Railroad, of the Western Pacific Railroad and Chairman of the Board of Directors of the Wabash Railroad.

level, and then through the cleft in the granite rocks drop their waters down to the low altitude of the great fertile valleys of Central California. The canyons which the rivers follow are without valleys. Generally there is just room for the tempestuous stream. The sides of the canyons are nearly perpendicular, rising frequently to the timber line above the stream, which tumbles and boils at their base. The canyons are crooked, as nature almost always breaks its chasms in the solid rock. Somewhere nature snugly concealed pure gold in the course of the streams from the mountaintops to the valleys below.

**T**HE roughest and most picturesque of the canyons of the Feather River, the one known as the North Fork, was selected by the new Western Pacific as its gateway into the valleys of the central portion of the Golden State. The pass leading to it was one of the lowest of the Sierra Nevada. With a tunnel about 6,000 feet long, the pass was crossed at an elevation of a little over 5,000 feet. Then the engineers laying the lines ran them to the headwaters of the Feather River, famous from the days of the gold excitement in California history. Then followed one of the most exacting pieces of railroad engineering to be found anywhere. The engineers were under imperative orders that they must not lay out grades of over one per cent. At no point through the one hundred and fifty miles of canyon before them must the track drop over fifty-two feet to the mile. At many places the drop was far greater than that. Again, it was much less. A series of waterfalls carried the river toward sea level at a prodigious pace. But whether the fall was great or little more than to give a current to a narrow and crooked stream, the

railroad grade must remain the same. To accomplish their aim the engineers at times cut their lines in solid rock hundreds of feet above the river. Again, the tracks are only just high enough to escape the torrential current of the river, when the river rises forty-five to fifty feet over night.

At many points on the line of the new Western Pacific Railroad there was not room enough in the canyon for both river and railroad, and solid walls of masonry had to be built to carry the tracks above the stream. At other points the sharp curves in the canyon have sent the tracks back and forth from one side to the other on steel bridges and high trestles. In building the line, material and workmen frequently had to be let down the sides of the canyon by ropes hundreds of feet in length to start construction on new sections. Wagon roads are everywhere impossible. At last, after endless turnings and twists in fighting its way through one hundred and fifty miles of the canyon, the tracks come out into the broad valley at Oroville, over which, for countless ages, the Feather River has poured debris from its mountain fastnesses. So much gold did the river bring down that the soil down to the solid bedrock is being dug up by dredges and washed for its gold. Beautiful orange orchards, large tracts of land given over to olives and other fruits are being now torn to pieces in the ceaseless hunt for gold. That metal is being found in such quantities in the debris of ages from the Feather River that the miners are beginning to rival in their wealth the pioneers in the gold fields of the State.

**I**N startling contrast to this long stretch of canyon scenery is the great salt desert through which the new road runs after leaving Salt Lake City. This desert is sixty miles long and fifteen miles wide, composed of rock salt ninety-seven per cent. pure.

Right through the center of it the engineers of the road ran their lines, and for forty-six miles there is not a curve in the tracks. The ties are laid on a bed of solid salt, two or three feet above the level of the plain. The salt looks like a field of ice and snow, and it is difficult for the traveler to realize that his train is not passing through a wintry scene of the far North.

When the engineers laid out the line four years ago they followed the same course in crossing the southern end of Great Salt Lake. For years that mysterious body of water had been drying up. Its waters receded every season hundreds of feet, and it was predicted that before many more years Great Salt Lake would have disappeared. And so with the utmost confidence the engineers laid their tracks over its old bed. Then nature changed its mind in regard to drying up the great lake. It sent a flood of water into it from somewhere, and soon the waters came up around the newly built tracks. Then one day there came a furious storm from the north and when it was over there were many miles of the new tracks, not yet tested by other than construction trains, scattered and twisted amid the saline scenery. When this track was rebuilt the engineers saw that it was protected this time by countless trainloads of broken rock dumped on either side of the tracks.

The first passenger train was sent over the new transcontinental road, the Western Pacific, a few weeks ago, and it is now open to traffic. Passing through an undeveloped region most of the way from Salt Lake to San Francisco great things are expected of the new line, which has promised to work wonders in the face of a country which for the most part has been little affected by the tremendous growth on all sides of it. This has been due, it is said, to the meager transportation, and distances to market were prohibitory. The new region thus opened for development is larger than many European principalities, and will support a large population when its resources receive due attention.

**T**HE importance of the new Western Pacific Railroad's extension westward from Salt Lake City to San Francisco lies in the fact that by the connection of the Denver and Rio Grande Railroad at Salt Lake it makes a line of affiliated railroads from Pittsburgh and Detroit to the Pacific coast. The length of the Western Pacific from Salt Lake City to San Francisco is 927 miles, including four miles of ferry from Oakland to San Francisco. It crosses Nevada in its most popular section, passes into California and reaches San

(Continued on page 384.)

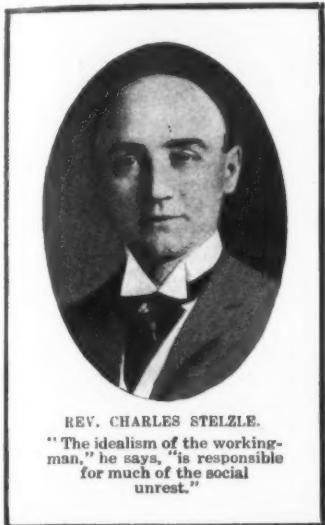


# The Public Forum

## The Cause of Social Unrest.

Rev. Charles Stelzle, of New York.

**T**HE IDEALISM of the workingman is responsible for much of the social unrest. The idealism of the organized workers often leads them to do what would ordinarily be considered foolish and disastrous. They will engage in sympathetic strikes, for instance, in spite of contract or agreement. They will sacrifice their positions and often go hungry for the sake of a fellow-worker a thousand miles away. This cannot be attributed to selfishness. There is, to be sure, an element of self-interest in such an action; but this interest is so far removed that it actually plays a very small part in the situation. Every American boy is imbued with the idea that he may become President of the United States. It is so manifestly impossible for more than a dozen



REV. CHARLES STELZLE.  
"The idealism of the workingman," he says, "is responsible for much of the social unrest."

men to become President during the average period of possibility in a man's life that it would be well to center the boy's attention upon those things to which he may attain with almost absolute certainty by persistent hard work.

## Only Churches and Cradles Are Empty.

Father Bernard Vaughan, Noted English Priest.

**W**E ARE living in a day when the high ideals of old are fast yielding to the pressure of creature comforts, when principle is being exchanged for expediency; in a day when self-sacrificing Catholicism is being bartered for materialism, when the Christian sense of sin is being regarded as a bygone superstition; in a day when it matters not what you believe, but only what you do, and when you may do what you like, provided you are not found out; in a day when the relations between the sexes takes one back to pagan times, while the garbage on which men and women feed is as foul and loathsome as the stuff over which they gloat and chatter; in a day when marriage has become so debased and defiled that not even the pledged troth can make it long and enduring without change of prospective partners in a life of legalized vice; in a day when there is no empty place but in the cradle, no room in which to move but in the churches.

## Down with the Demagogues.

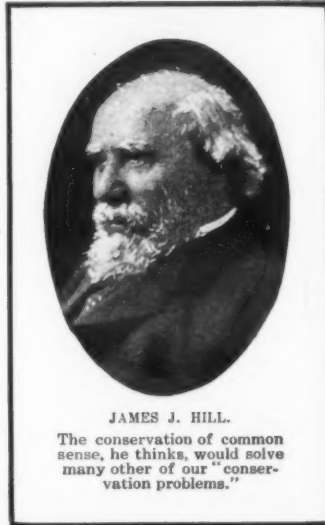
Ex-Vice-President Charles W. Fairbanks.

**T**HERE are many counselors, and among them many false prophets. Fortunately, the American people are bringing to bear upon the problems which face them that deliberate, rational judgment which has been their salvation in the past. Our country and our institutions have cost too much in the precious blood of her immortal sons to be given over either to timeservers or chance of anarchy. This is, indeed, a goodly heritage we enjoy, and we are false to our opportunity, yea, false to our duty commanded by the services and sacrifices of the American soldier, if we do not seek to promote wise laws and good administration in our public affairs. Our watchword should be: Down with the demagogue and up with the patriot! We might approach a political millennium then.

## Conserving Common Sense.

James J. Hill, of the Great Northern Railroad.

**T**HE RECENT conservation congress talked about conserving water and conserving land, conserving coal and conserving iron; it's too bad some one didn't say a word about conserving common sense. That's what this country needs right now—to conserve common sense. I can see no reason for the fears which seem to possess our business men. Money and business are, of course, very careful; and it is right that they should be—but not to the extent of cutting off their noses to spite their faces, especially when it is unnecessary and they need the noses, too. From 1890 to 1909 the running expenses of thirty leading States increased 200 per cent. Much of this expenditure may have been necessary, but one must remember that this money has not gone into the construction of railroads and factories or into other productive channels. The Panama Canal and other undertakings have taken an enormous amount of money from the country without any return up to this time, and we must go a little more carefully in our expenditures.

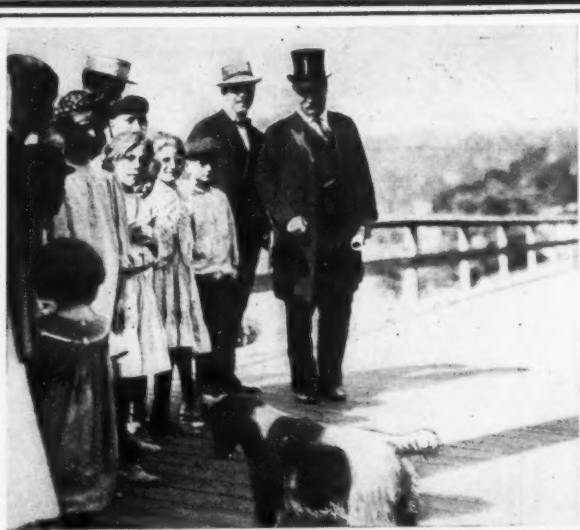


JAMES J. HILL.  
The conservation of common sense, he thinks, would solve many other of our "conservation problems."

## Amateur Photo Contest



A Twilight Communion.  
C. W. Raymond, Illinois.



(First Prize, \$5.) The Last Moment in Cincinnati.  
Colonel Roosevelt almost missed his train saving a dog from being run over by the train.—George M. Worth, Ohio.



(Second Prize, \$3.) Better Than a Doll.  
Norman H. Miller, Pennsylvania.



Feeding Time at Sunset Farm.  
The pet refuses his food from other hands.  
Clara H. Richards, New Jersey.



(Third Prize, \$2.) Happy Despite Surroundings.  
A group of tenement house children posing for a LESLIE'S amateur contributor.—Arthur Lucas, New York.



# Completion of a Railroad Miracle



**The First Train over the New Western Pacific Extension Entering Oakland, Cal.**

The city suspended all business and the day was given up to an extensive and picturesque celebration. The cities of central California confidently expect the new railroad to bring them a prosperity equal to that of Los Angeles and San Diego.



**The Arrival of the First Train at Sacramento.**

The city was beautifully decorated for the occasion and Governor Gillett, of California, addressed the thousands of visitors.



**His Dream Came True.**

W. H. Keddie who found a new way through the Sierras.



**Welcoming the Pioneer Train at Stockton.**

The new railroad extends through a section that has received no addition to its transportation agencies in forty years.



**On the Top of the Sierras.**

Mountaineers were as enthusiastic as the city dwellers over the opening of through traffic facilities to the Pacific coast.



**In the Cattle Belt of Utah.**

The completion of the railroad means new markets and quick transportation.



**Through the Gold-strewn Feather River Canyon.**

The first passenger engine passing through the most picturesque section of the route.



# The Week's News in Pictures



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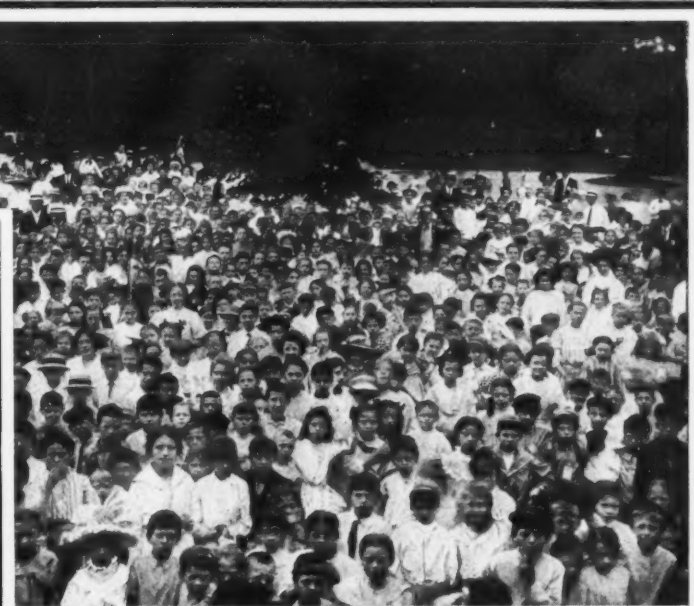
## The Founders of the Boy Scouts of America.

Left to right: Ernest Thompson Seton, who heads the movement in America; Sir Baden Powell, of England; and Dan Beard.



## A Practical Test of the Boy Scouts' Ambulance Corps.

During the recent big parade of the American Boy Scouts in New York City, one of the young marchers was overcome with fatigue. The First Aid to the Injured squad was thus given its first test of real service.

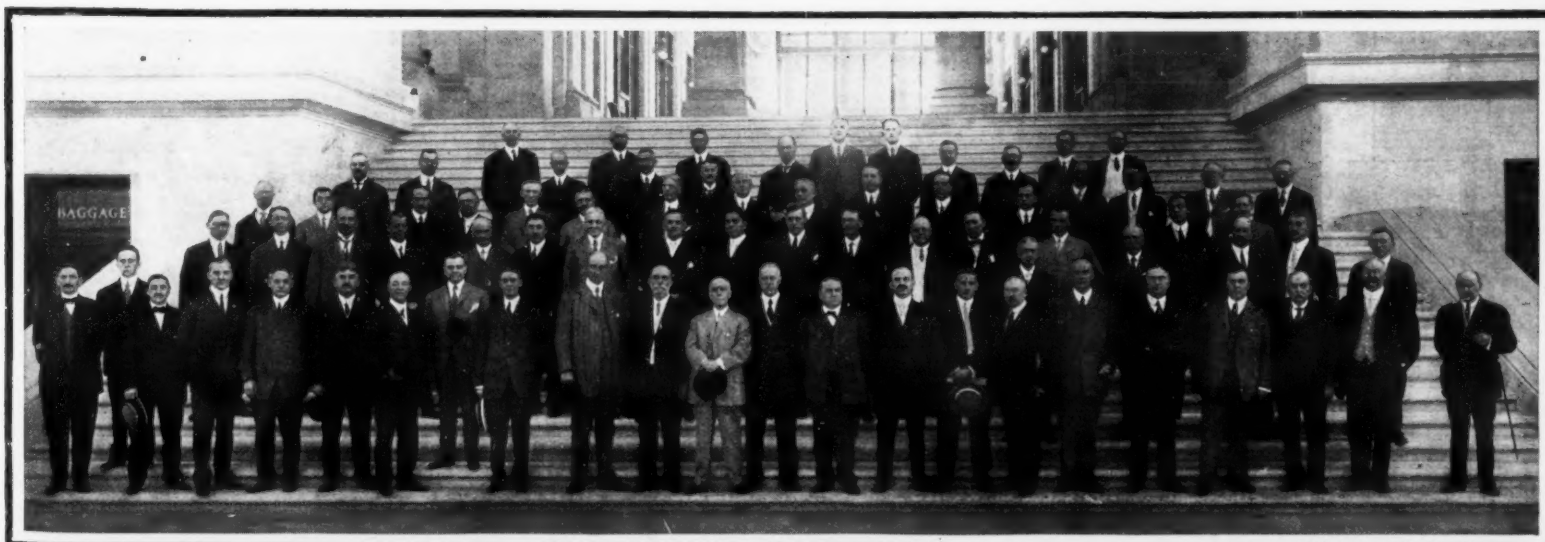


## A Fatal Railroad Wreck in Turkey.

This accident occurred recently a few miles from Constantinople. The bridge was destroyed by dynamites while the train was passing over.

## A Mammoth Gathering of Children in Philadelphia.

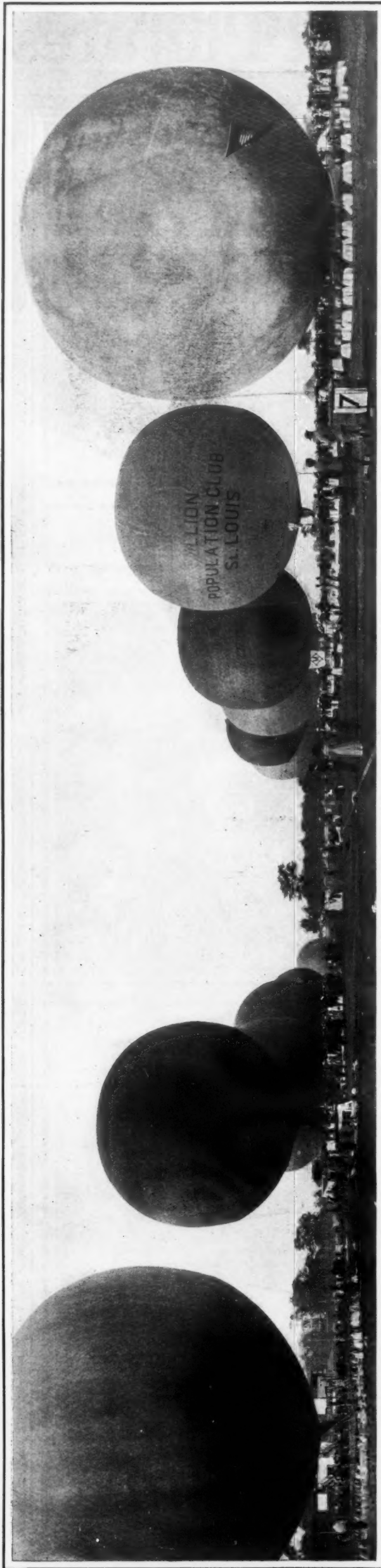
An unusually fine photograph of children's faces taken recently during a Sunday-school outing in one of Philadelphia's public parks.



## The Passenger Traffic Officials of the Western, Southwestern and Southern Railway Systems

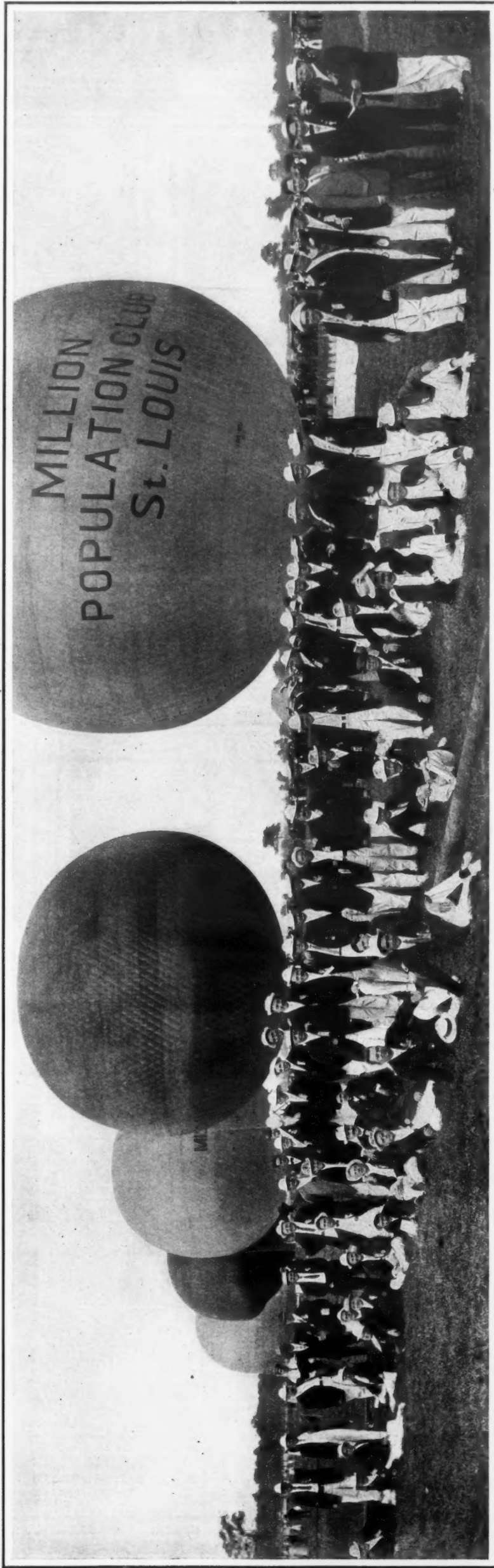
Inspecting the new Pennsylvania Terminal in New York on September 23. The railroad managers were the guests of the Pennsylvania Railroad, and after a thorough inspection of the yards, the tunnel systems and the magnificent station, they were entertained at luncheon.





#### Preparing for America's Most Spectacular Balloon Race.

Twelve of the curious air monsters anchored on the motor speedway aviation field at Indianapolis on September 17. Nine of the balloons were entered in the American Elimination Race, the winners to represent America in the International Balloon Race which is to start from St. Louis on October 17. Four of the balloons started in the American Championship Free-for-All Contest. As both endurance and distance are taken into consideration in deciding the three winners of the championship event, the balloons and crews to represent America in the international meet will not be known until the Aero Club of America passes on the reports of the pilots. At this writing, however, it is probable that the America II. will be given first place, having stayed up 14 hours and 21 minutes. The America landed at Warrentown, Va. The Buckeye, which descended at Showalter, Va., and the Miss Sophia, which landed in the mountains of Calhoun County, W. Va., will probably be the other contestants.



#### The Million Population Club of St. Louis Awaiting the Start of Their Balloon Entry at Indianapolis.

This famous association which was organized for the purpose of boosting the population of St. Louis, went to Indianapolis by a special train to give the crew of their balloon a rousing get-away. A roster of the members of the club who were delegates at the Elimination Races follows: J. W. Alcorn, W. F. Assman, Judge C. Allison, George Ande, John H. Bardenheier, C. F. Blake, D. L. Bollman, J. O. Banks, E. D. R. Browne, J. D. Brizzi, R. H. Bloesser, E. S. Borgelt, Frank Becker, J. H. Butler, Gus Becker, A. J. Butler, Jeff. Casper, John F. Casey, C. H. Dischhorst, E. A. Dunscomb, Bruce Dougan, F. W. Evers, Oscar B. Fischer, Eug. Fried, E. B. Fauber, Sam Gross, Vincent Gorley, G. Gartner, Tom Hause, Oscar Herkert, Judge Chas. W. Holtcamp, Jos. E. Hoelzer, M. Hartmann, R. A. Heist, Dewey A. Hickey, Martin Hacker, Paul J. Hennrichs, Len Holdenreid, Jos. Hartmann, J. Hagen, Frank A. Hill, Edw. Jerrald, C. E. Jewel, Otto F. Karlos, Geo. C. Kirm, Al. Kunze, Chas. Kohler, H. L. Kohler, A. B. Koenig, Ernst Kint, Dr. L. E. Lehnberg, Wm. E. Leach, J. H. Melton, W. O. Melton, C. H. Melnhard, Wm. Meinshausen, Jos. Nager, Chas. A. Nager, Steve Pensa, John Roodel, E. H. Roessel, Henry I. Roettger, O. G. Rode, Geo. F. Roth, Otto Richter, Louis J. Reinstadler, Oscar Sontag, Louis Schmidt, James Solari, A. C. Stuever, Colin M. Selph, Wm. T. Schneeweis, Jerome J. Schotten, C. F. Sternhens, Hugo Schick, R. R. Schneider, Henry A. Stolle, Dave Subini, Chas. E. Schoenle, Al. Theis, Geo. Wippermann, Clem. Weick, Frank J. Warner, Rob. Wey, Chas. F. Wencker, H. M. Schweppes, James B. Marquis, E. L. Rose, H. L. Schunre. — Photograph by Brizman.





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Thousands of Gillettes are used in the Navy. On a modern battleship the men shave wherever they happen to be. You will see one man using the Gillette while another holds the glass for him.

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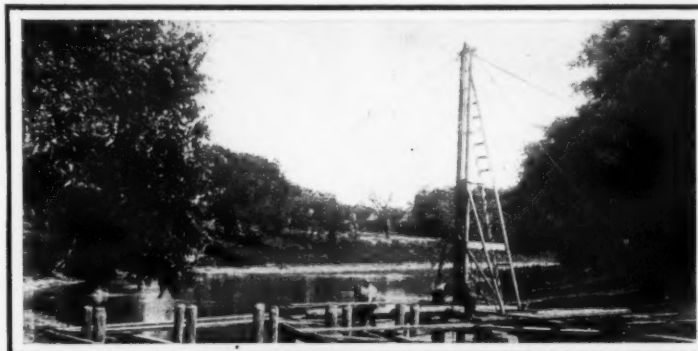
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Factories: Boston, Montreal, Leicester, Berlin, Paris



**A Freak Motor-car Accident.**

This remarkable photograph shows the result of an automobile collision with a passenger train at Mitchell, Ill. The cross indicates where the splintered car was thrown and got to his feet unhurt. The front of the second machine was smashed by the debris from the first car.—Lee.



**Saving a City from a Water Famine.**

Throwing up an emergency dam across one of the local streams at Fargo, N. D., to save the water supply and replenish empty reservoirs during the recent drought on the Pacific coast.



**Atlanta's Most Spectacular Celebration.**

The crowning climax of the recent Odd Fellows convention was the great street parade. The procession was nearly two miles in length and was resplendent with purple and gold of gorgeous banners and decorated floats.—Hirschburg.



**Opening a Fifteen Million Dollar International Tunnel.**

On September 17, regular freight service was opened through the double-barreled Michigan Central Railroad Tunnel under the Detroit River between Detroit and Windsor, Ont. Passenger service will be inaugurated immediately.



**Honoring the Memory of a Mexican Statesman.**

On September 18, at Juarez, Mex., an imposing monument was unveiled to Benito Juarez. Juarez was President of Mexico in 1861 and successfully defended that republic against the invasion of Emperor Maximilian.—Kinyon.



## FINANCIAL

THE question with many investors who bought securities when prices were much lower is **WHEN TO SELL AND WHAT TO DO WITH THE PROCEEDS.**

The advice of experienced bankers should be of assistance. A conservative and comprehensive consideration of the general situation as it bears upon the price of securities is given each week in

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Subscribers when ordering a change of address should give the old as well as the new address, and the ledger number on their wrapper. From two to three weeks must necessarily elapse before the change can be made.

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The Heart of New York's Commercial Stronghold.

Broad Street, as seen from a Beaver Street skyscraper, the Sub-treasury in the lower right background.

## Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

I WONDER if the great mass of the readers of LESLIE'S WEEKLY, not less than a million in number, scattered through homes from the Atlantic to the Pacific and from Canada to the Gulf, ever stop and think how much the railroads are doing for the prosperity of the country. I presume there isn't a reader of this department, man, woman or child, who has reached the age of reason, who cannot very readily, by observation in his or her own locality, find something that the railroads have done to its advantage.

It is foolish to speak of the railroads of this country as being owned by a few wealthy capitalists. They are really owned by over a million stockholders, great and small, including widows, trustees of estates and numberless small investors. In former years savings were put in banks and left to earn a meager interest. Now nearly every one in this era of high prices is putting his surplus earnings in good dividend-paying securities that pay better than a savings bank. Year by year the list of stockholders and bondholders of our railroads and industrial corporations is rapidly enlarging. In these times, when so much capital is necessary to engage in business, the thrifty man becomes a partner in a great and successful industrial enterprise by buying its securities.

Over a quarter of a century ago I recall that a saving friend of mine in an interior city wrote to me that he wished to invest \$3,000. He asked me to help him do so. I had more leisure at that time than I have now and I consented.

I well remember calling on the late Russell Sage, then already regarded as the greatest financier in Wall Street, telling him of the wish of my friend and asking him what he would recommend. He told me that he had just purchased some Standard Oil stock for a distant relative who sought an investment, and that, while the stock was selling at almost \$200 a share, he believed it was safe and that it would pay the purchaser handsomely if he would buy it. I repeated this recommendation to my friend and he bought fifteen shares of Standard Oil stock, at a little less than \$200 a share. When at his death his little estate was divided, it was found that his investment of \$3,000 in the oil stock had grown to nearly \$10,000 and his family received the benefit. It was most welcome to every member of it. Attacks are constantly being made on our great industrial corporations. They are said to be making large profits, but there is not one of them in which any of my readers cannot become interested if he has the money with which to purchase their stock. The humblest stockholder in these great corporations receives precisely the same dividends that the heaviest holder obtains.

I recall, for instance, a young student who was possessed of \$400 which he had carefully saved and which he had in a savings bank drawing three and a half per cent. interest. During the panic of 1907, when a great many of my readers were writing to me regarding their investments, he wrote and asked what he should do with his \$400. A good friend had suggested that he write to me and the friend also wrote and asked if I would depart from my usual custom and make a special effort to aid the young man with the best information I could give. Standard Oil stock was selling at \$400 a share and was paying in dividends forty dollars per annum or ten per cent. on the selling price. I wrote the young man that he would be safe, in my judgment, if he would use his \$400 to buy one share of the oil stock. He did so and has received forty dollars a

(Continued on page 383.)

## FINANCIAL

In the purchase of bonds the value of a banking firm to a client depends upon the scope and efficiency of the services rendered and the integrity and experience of the firm.

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### Geographically Speaking.

The class was being questioned on the  
cardinal points of the compass.

Teacher—"If I turn to the east and  
look at the rising sun, what is behind  
me?"

Boy—"Yer shadder."

### Jasper's Hints to Money-makers.

(Continued from page 382.)

year in dividends since and can now sell  
his share for \$600. I speak of this to  
indicate how the smallest investor can  
become a part owner and a partner in  
the greatest corporations.

I am told that fifty thousand working-  
men, many of them employed by the  
Steel Corporation, are holders of its  
shares. The Standard Oil Company has  
six thousand stockholders. No Rocke-  
feller or any one else owns a majority  
of the stock. The so-called sugar trust  
has nineteen thousand stockholders.  
J. P. Morgan does not own the control-  
ling interest in the Steel Corporation.  
Of course all these institutions require  
some guiding mind for their proper con-  
trol, but the stockholders elect their  
officers and they can change them when-  
ever a majority wishes to do so. People  
know these things, but seem to forget  
them when they listen to the muck-  
rakers and the demagogues, who are  
ever prating to the people about the in-  
justice they suffer. Usually when a  
man suffers an injustice he knows it  
himself. No one need tell him about it.

My attention has been attracted by a  
letter that President Yoakum, of the  
'Frisco and of the St. Louis, Brown-  
sville and Mexico railroads, recently  
wrote to the citizens of Alice, Tex.  
The people of that little town were very  
anxious to have the St. Louis, Brown-  
sville and Mexico Railroad extended for  
twenty-five miles, so as to reach Alice  
and open a market for its cotton and  
other products. The farmers and the  
merchants of Alice realized how much it  
meant to them to have a railroad con-  
nection with the outside world. They  
could have it as well as not. It is their  
own fault that it is denied them, for, as  
Mr. Yoakum announces in his letter, he  
has been compelled to abandon indefi-  
nitely the extension of both the 'Frisco  
and St. Louis, Brownsville and Mexico  
lines in Texas, though he was planning  
to spend about \$28,000,000 for construc-  
tion purposes.

The people of Texas, no doubt with  
the approval of the residents of Alice,  
recently passed a law by which a bond-  
holder of a railroad could not be assured  
that he really had a first lien on the  
property, as the law put a floating debt  
ahead of the lien. Mr. Yoakum points  
out to the people of Alice that railroad  
bonds in Texas cannot be sold to advan-  
tage while this law exists. Financiers  
will not buy bonds that have a cloud  
upon them. There is no State in the  
Union that needs railroads more than  
Texas, and I might add that there isn't  
a State in the Union that by its in-  
creasing wealth, its wonderful natural  
resources, largely undeveloped, and the  
growth of its population is more deserv-  
ing of railroads than Texas. The peo-  
ple of Alice have had their eyes opened  
and thoughtful residents of other parts  
of Texas will shortly learn that the  
trust-busting, railroad-smashing policy  
of the demagogues stands in the path-  
way of progress. When the people of  
Texas awaken to the truth of the situa-  
tion, they will make short work of those  
who are interfering with the welfare  
and progress of the most magnificent  
State in the Union, an empire in itself.  
It is well entitled to its name of the  
Lone Star State of the Union.

Many signs of a reversal of public  
sentiment concerning the railways and  
corporations are visible. The more we  
see of these, the greater the hope of re-  
turning prosperity. The temperament  
of the American people, the strenuous  
life they lead, the eager pursuit of  
wealth and the readiness with which it  
can be grasped—all combine to give the  
demagogue his chance. He pretends to  
think for those who have no time to  
ponder, and if he be gifted with a sil-  
ver tongue and a lusty pair of lungs he  
can carry conviction with the crowd.  
But intelligence is bound to win in the  
long run. Despite the demagogue and  
the muck-raker, national prosperity  
will return in due time and with it we  
shall have a revival in Wall Street that  
will recall the booming times when  
everything that everybody touched  
seemed to turn into gold.

So far as opportunities for specula-  
tion and investment are concerned, they  
are much more numerous in Wall Street  
to-day than they were a year ago. Many  
who were loaded up with stocks at that  
time have been compelled to liquidate.  
After the break in midsummer, with its  
heavy liquidation, the market was left

(Continued on page 384.)

### The Step Aside.

(Continued from page 375.)

perhaps, again, it was the gentle lap-  
lap of the waves against the pier; but  
Nancy jumped up hurriedly and walked  
briskly back and forth, keeping her face  
turned so that only her profile was  
toward him.

"Mr. Anderson, I want you to do  
something for me," she said, after a  
silence, stopping in front of his chair.

"I believe you will if I explain—"

"You have only to name it—" he be-  
gan eagerly, when she cut him short.

"It is this: I want you to take me  
to supper, at the Bourbon Grill," said  
she.

He was out of his chair and at her  
side without a moment's hesitation.  
He asked of her no questions, neither  
the why nor the wherefore of the thing.  
It was enough that she wanted to go  
and had asked him to escort her. The  
unconventionality of her request never  
struck him for a moment. It seemed  
to him as if he had known her always,  
as if it were perfectly natural and  
proper and right that she should make  
such a request and that he should re-  
ceive it as a royal command. At the  
entrance to the pier, Anderson stopped  
and proposed a rolling-chair to carry  
them on to the Grill, but Nancy refused  
it with a laugh and a shrug of her shoul-  
ders.

"I want to walk and walk and walk,"  
she cried. "Why, down home—"

"There are wonderful walks waiting  
to be discovered out at Lovelock," he  
said.

She bit her lips and waved impa-  
tiently to a passing chair.

"I guess we had better ride—it is  
getting late," she nodded. "The Bour-  
bon Grill—I suppose the fellow knows  
where it is?"

The entire island seemed to be out-  
doors to-night and crowded into the few  
miles of space between Chelsea and the  
Inlet. The theaters were out and the  
piers were emptying their human  
freight, and the hour of the restaurants  
was at hand.

"You won't see this many people in a  
year, out home," Anderson said sud-  
denly. "And, say, how like sheep they  
are, each following the other, doing the  
same thing, in the same way, at the  
same time. And speaking of sheep—  
we're going to do something big there.  
Do you remember the two ewes Rolf  
brought up from Santa Clara?"

Her face was turned to the open sea,  
but she moved her lovely head very  
slightly. Whether in the affirmative or  
not no one, and least of all Anderson,  
could have told.

"We'll, Rolf's success at breeding  
started us, and I'd wish you'd see our  
farm to-day," he cried. "It's Traver's  
end of the work, the same as the ber-  
ries are Wilby's. I've got apples and  
seed-potatoes. That's a jolly combina-  
tion for you."

"I—like them both," she said softly.  
He laughed aloud and boyishly.

"Then I'd not change 'em for Traver's  
sheep and Wilby's berries put together!"  
he declared. "By the way, do you  
know anything about apples?"

"Not much, I'm afraid," she an-  
swered.

"Perhaps you know more about po-  
tatoes?"

"Scarcely more."

He laughed again his boyish, whole-  
some laugh.

"I guess if I'd stay away from home  
for three years I'd forget a lot of things,  
too," he reasoned, with a smile. "But  
you just can't have forgotten every-  
thing! There's a climb up the walls of  
the Sierra above Carson Valley. Ah,  
look'y! Through miles of blue depth  
you see the sun-filled valley, the shining  
lake, over yonder, dark splotches of tule  
and fields of grain, and meadows with  
towns set down in 'em, beautiful in the  
distance. There—all spread out like a  
tinted map at your feet. But it's not a  
toy—it's real. Just as sure as the ap-  
ples are red as red, and the sunshine a  
gossamer shower of orange—well.  
There's a saying, you know, that one  
who has once lived in it can never die  
unless he returns to it."

The chair stopped, with a jerk, in  
front of the Bourbon, and Anderson,  
jumping down, helped Nancy out.  
There was a suspicious redness about  
her lovely eyes and her hand trembled  
as it touched his, but she spoke no word  
until they had passed the threshold of  
the most bohemian grill on the island.

(Continued on page 386.)

# Peace and Plenty

An Advertisement  
by Elbert Hubbard



OVERTY destroys  
a man's courage and  
weakens his natural  
inclination to look  
you in the eye and  
tell the truth.  
Money is the  
counter in this game  
of life. And while  
we do not love

Money for its own sake, we realize  
that it is only money that can ward  
off want, woe, wretchedness—per-  
haps starvation—when earning power  
is gone. And earning power, for all  
of us, will surely go some time—this  
we know. Money stands between  
you and the fear of want. When  
you insure your life you insure your  
peace of mind. Also, you insure the  
peace of mind of those who depend  
upon you. It is not want that eats  
out our hearts, and renders our work  
nil: it is the fear of want—worry,  
apprehension, uncertainty, doubt.  
Life-insurance means assurance. I  
believe that nothing will increase a  
man's earning power so much as the  
feeling that he is an insurable propo-  
sition, and has made all snug against  
stormy weather, and even mortal ship-  
wreck itself. Yet money in a lump  
sum in the hands of those not versed  
in finance is a burden, and sometimes  
a menace. It lays them open to the  
machinations of the tricky and dis-  
honest, also—the well meaning men  
of the Colonel Sellers class who know  
just how to double it in a month.  
Realizing these things, and to meet  
a great human need, the Equitable is  
now issuing a policy, which instead of  
being paid in a lump sum, gives a  
fixed monthly payment as long as the  
beneficiary shall live, payable for  
twenty years in any event. It works  
either way. It will provide an income  
for your own future if you live. It  
will provide an income for your wife  
(or your son, daughter, mother, father,  
sister or other dependent) if you die.  
And if you both live, it will protect  
you both.

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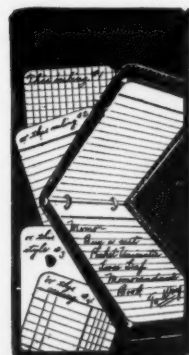
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### Does the Pistol Make Criminals?

(Continued from page 354.)

us that a man who commits certain infractions of the law is not a fit person to possess a pistol. Statistics show that men who have previously violated the law in some particular constitute an overwhelming majority of those who commit felonious homicides. Some of the classes are men who get drunk, men who have no visible means of support, men who loiter on the streets, men who frequent gaming or disorderly houses, men who are guilty of any pronounced form of disorderly conduct, men who commit assaults or assaults and battery, even though they show no disposition to use a weapon; men who commit larceny, robbery or burglary. No man who falls within any of the classes mentioned, or similar classes if I have omitted any necessary classification, is unconscious of his status and his consequent liability to occasional arrest. If he knew that the law's penalty for the offense for which he was arrested would be inevitably increased in case he had a pistol in his possession when the act was committed or at the time of his arrest, I am sure he would feel disposed to substitute some other weapon in place of his pistol.

Under the laws of New York, the possession of any kind of deadly weapon adds to the gravity of burglary or highway robbery as an offense and to the severity of the punishment. Admittedly this law has some effect, and undoubtedly a good many burglars and footpads in New York have disarmed themselves. But the conviction that he should be prepared to use, or at least make a show of, force is so deeply imbedded in the average criminal's mind that he is inclined to disregard a law which attaches an equal penalty to the use of all kinds of deadly weapons. However, if a distinction were drawn between pistols and other weapons—if a very much heavier penalty was visited upon the burglar or highwayman who carried a pistol—that weapon would find a speedy disuse as an accessory of robbery and some less deadly weapon would be substituted. The improper use of pistols will practically cease if we make it a foolhardy risk for a man to carry a pistol who is likely to be arrested for any of the offenses I have enumerated. Understand, however, I have no hope that this class can be prevented from carrying some kind of weapon; but I reiterate the belief that they can be persuaded to abandon the pistol. A crook or bully with a blackjack or knife in his hands can do deadly execution at close quarters, but he is not half so dangerous or hard to avoid or conquer as he would be if he had a pistol. Nor will he attempt the accomplishment of his designs with such daring and resolution.

If the criminal and disorderly did not have pistols, but relied on less effective weapons, and the law-abiding were permitted to have pistols, there would probably be a marked decrease in all kinds of felonious homicides. The criminal would rely less on force or intimidation and more upon craft and stealth. Robbery and burglary would cease to have their stirring scenes of dramatic gunplay by the robber, and the law-abiding citizen would be at less of a disadvantage in protecting himself and his property. Take the criminal code and select those offenses against the person, property or the public order that indicate the perpetrator's unfitness to carry a pistol. Multiply the present penalty two or three times if the offender had a pistol on his person when the act was committed or at the time of his arrest. Make it obligatory upon the prosecutor to allege and attempt to prove the aggravated form of the offense

wherever the facts existed. Leave the courts no alternative except to inflict the heavier penalty provided in such cases. Let it once be established that the law is inflexible and inexorable in the application of the heavier penalty if the convicted person had a pistol, and it will not be long before the criminal, vicious and dissolute will shun a pistol like the plague.

### The Latest Railroad across the Continent.

(Continued from page 376.)

Francisco by way of Oroville, Marysville, Sacramento, Stockton and Oakland. It extends through a section of the country that in many parts has received no addition to its transportation agencies since the first Pacific road was opened forty years ago. The remarkable features of the Western Pacific are its low grades, permanent construction and freedom from snow drifts. It opens up a vast agricultural, fruit, timber and mineral territory to a ready market, and has exceedingly valuable terminals at San Francisco, on both sides of the bay, especially adapted to the development of commerce with the Orient.

The cities of central California confidently expect a prosperity equal to that of Los Angeles and San Diego from the building of the new line to eastern markets. There was greater excitement over the coming of the first train at many of the cities of the central part of the State than marked the opening of the Central Pacific some forty years before. Oakland suspended business entirely for the day and Sacramento had a great celebration.

### Jasper's Hints to Money-makers.

(Continued from page 383.)

in a much sounder condition than it has been for several years. Stocks are on a basis that make many of the dividend-payers look attractive to investment buyers.

G., Memphis, Tenn.: The Wabash 2d 5s selling around par are a fairly good bond at the price.  
L., Oneida, N. Y.: I do not advise the purchase of American Midway Oil Co. stock as an investment.  
W. T. T., Poughkeepsie, N. Y.: I can get no track of the Express Mining and Prospecting Co.  
D., Winder, Ga.: Have nothing to do with the gold mine stock or any other offered at such a ridiculous price as 5 cents a share.  
H., Rahway, N. J.: An enlightening article in reference to the stock appeared in a New York paper not long ago. I do not advise its purchase.  
C., Ithaca, N. Y.: 1. It is difficult to buy much with \$100. You could get two shares of Ontario and Western paying 2 per cent. dividends. Around \$40 a share it is not unattractive. 2. Wood, Har-

**GREAT BEAR SPRING WATER.**  
"Its purity has made it famous."  
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A Railroad Station in Maine, Half a Century Ago.

Arrival into Portland of the train bearing the Prince of Wales during his tour of the United States in 1860. Railroad traveling in those days was scarcely the clean and easy journeying that it is to-day. Stops were frequent between stations, schedules indefinite and riding was rough.



The Steam Threshing Machine Used by Our Grandfathers.

In 1860 threshing by machine was comparatively a new feature in agricultural industry. The machine shown above was put on the market in that year and it immediately became popular in all parts of the country, especially in the West.

(Reproduced from the files of Leslie's Weekly of 1860, and copyrighted.)

mon & Co. have been quite successful. I am not informed regarding their Long Island and Staten Island properties.

M., Saco, Me.: I doubt if the oil stock has great value, but I would not exchange it unless well advised as to the reasons why. It is not unusual for promoters of mining, oil and other stocks to try to manipulate them by exchanging the shares, sometimes with an obligation of a cash payment by the holders of the stocks exchanged.

V., Fulton, N. Y.: The American Real Estate Co. is engaged in developing selected tracts of real estate in and about New York City. It owns a number of high-grade improved properties. The last balance sheet reported a surplus of \$1,750,000. As long as property continues to improve in value in New York such companies will prosper.

Albany: A good deal that you read in the financial columns is hastily written and often inspired by personal interest or friendship. Innumerable California oil stocks are being offered to the public. If a man wants to go into oil let him buy the stock of the largest company dealing in that commodity. At the present price it yields to the purchaser about 6 1/2 per cent.

A., Easton, Pa.: Cieneguita is poorly located as to transportation facilities. The estimates of ore reserve, production and profits on which the stock was distributed at a good figure proved to be unwarranted. I agree with your conclusion as to the management. Note what you say about your Ice stock. If a stockholders' committee is organized will put you in touch with it.

R., Oil City, Pa.: For some time an effort has been made to find a market for Leather com. by those who acquired a large lot in the organization of the company. These parties have frequently predicted 75 for the stock. Whether they are selling or not I cannot say. American Malt pref. appears to be earning the reduced dividend it is now paying and has speculative possibilities. All the rest on your list are fairly attractive.

B., Kingston, N. Y.: 1. U. S. Cast Iron Pipe's last statement indicated a slackening business. There is no talk of a receivership. It is a common Wall Street trick to intimate that the Standard Oil is connected with a stock for which a market is being sought. I do not believe it has any connection with Cast Iron Pipe. 2. Steel common is not attractive in view of the demoralization of the iron market. If this continues the 5 per cent. dividends will not be justified.

B., Dubuque, Ia.: 1. B. R. T. paying 5 per cent. would look cheap if dividends were assured. It has a heavy bonded obligation to which it has been constantly adding. Its capitalization is large. It has a well-settled territory constantly expanding, but earnings are not much in excess of dividend requirements. 2. Ontario and Western, paying 2 per cent. and selling around 40, and K. C. S. preferred, paying 4 per cent. and selling around 60, are among the dividend-paying stocks that have speculative value.

Index, N. Y.: 1. Vir.-Car. Chem. com., according to the fiscal reports of the company, has reason for the strength it has been showing, though the fact that so many are predicting an advance in the stock and tipping it off for a purchase is not encouraging. I might say the same about American Beet Sugar common, yet I think well of both. 2. The Colorado Midland first 4s have been declining in price, having sold as high as 80 during the year. They are a speculative bond with fair prospects of increasing in value if restrictive legislation should cease.

R., Troy, N. Y.: The decline in the construction of trolley lines and the setback in railroad construction have no doubt affected the price of copper. You might do better by sacrificing your Amalgamated and buying something else, but I hesitate to advise anyone to sell a dividend-paying stock at a loss. Con. Gas has a better foundation from the investment and speculative standpoint than B. R. T. I doubt if there would be a ready market for the trust company stock unless its earnings should increase to such an extent as to create a local demand for it.

X., Buffalo, Minn.: 1. Plantation companies, as a rule, have not yielded good results. Most of them are too highly capitalized. The Tabasco Plantation Co. paid 10 per cent. dividends at the start, but none last year. While it has a large area of land it must be remembered that Mexican lands are sold at a low figure. The capital of \$5,000,000 looks large. 2. The Tuolumne Copper Mining Co. has a capital of \$800,000 and shares are listed on the Butte Stock Exchange. It was organized during the copper boom. The ore is of low grade and the value of the property is still to be determined. I do not think it is worth the price.

(Continued on page 385.)



## With the Players.

(Continued from page 373.)

and, between seasons, laid on the grass to bleach, was produced by Joseph Weber, at the famous old Weber Music Hall, this week. What it must have been in the original it is not difficult to guess, since one turns disgustedly away from the deodorized version, by George V. Hobart, from the book of Paul Herve. If Mr. Comstock were to look in again on the place where *Alma* lives, he would still find work to do before the entertainment is fit to be advertised as an amusement for the general public. The music, some of which is more or less pleasing, is not good enough to redeem the story, written entirely around the sordid life of a demi-mondaine. A disgraceful boudoir scene and a cheap and vulgar kissing

one of a studio tea where the light shines through rose-colored ground glass, where the perfume of incense permeates the air and the would-be literary lights and near-geniuses in art and music gather and bombard each other with studied cleverness gleaned from any source except their own brains. "Anti-Matrimony" is witty and it occasionally hits upon a truth, but its wit is not spontaneous and I doubt if some of the points made are just the ones which the author intended. Like "Mater," "Anti-Matrimony" is a play which appeals to a few and entertains them prodigiously, but it succeeds only in befuddling the majority, especially those who try to follow the thread of the story, instead of catching the entertainment as it flies in and between the scenes which entitle Mr. MacKaye to call his entertainment a play. "Anti-



A Famous Composer at Play.

Maestro Mascagni, who wrote the music for "Ysobel," in which Bessie Abbott is to sing this season, participating in a mock motor rescue. In the car are Maestro Mascagni (with a cigar), Signora Mascagni, Dino and Mimi, their sons.

song make up the substance of the three acts. Kitty Gordon, who plays the part of *Alma*, is a beautiful woman. She is possessed of a pleasing personality and a sweet voice. It is to be regretted that an actress with so much talent should stoop for any amount of money to put herself in the Valeska Suratt class of acting. It is regrettable that Mr. Weber, who has never before been so closely identified with mud, has fallen at this late day.

Percy MacKaye tried to be very witty when he wrote "Anti-Matrimony," which opened, at the Garrick, with Henrietta Crosman in the leading part, at the Garrick Theater last week. He succeeded, but in a way that reminds

## Dame Nature Hints

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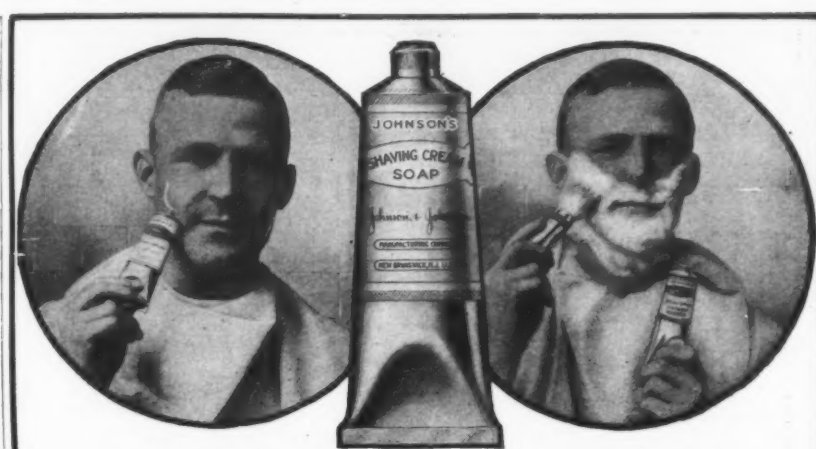
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Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

"Matrimony" is written around a young couple who are struggling in the advanced stages of idealism. They believe marriage to be vulgar, so they hide the certificate which binds them together and announce themselves as emancipated individuals and free lovers. However, by the wit of the idealist's practical-minded brother, who is a minister, and his wife, who pretend to be converted to idealism and who are beginning to make life a bore for everybody in the house, the two advanced young persons are ignominiously brought down to earth and are satisfied to show their marriage certificate. Henrietta Crosman, who is one of the most finished comedienne in this country, bubbles with mischief and fun. Her comedy is delightful and refreshing. She evidently likes her part, which is that of the minister's wife, and thoroughly enjoys playing it. Although hampered by a cast of mediocre players, including Walter Greene, Gordon Johnstone, Marian Holcombe and Grace Carlyle, Mr. MacKaye's latest dramatic effort is worth seeing, as a curiosity, if nothing more.

A drama called "Mother," recently produced at the Hackett Theater, is an example of what a playwright can do at his bromidic worst. The first act of the play is set in the sewing-room of the home. While it does not please me, it appears to please some theater-goers, many of whom are so bromidic themselves that they do not recognize the author's attempt to profit by the weakness of their sensibilities. Two sisters are at work, one sewing and the other ironing. A small brother appears, and before he leaves he "sasses" back and is ignominiously spanked by the sisters. The part of *Mother*, delightfully played by Emma Dunn, to whom belongs the honor of whatever success the play has made, portrays a sweet, self-sacrificing woman with a sense of humor. She uses slang and she gives the impression generally that in her girlhood she was far from being the dub type which her two daughters undoubtedly are. By bringing up her children on "the king can do no wrong" plan, *Mother* finds herself burdened with the most exasperating group of young people that one can imagine. The two older boys appear as ill-mannered, grouchy, selfish and altogether miserable types of men. The



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twins seem likely to follow the example set by their brothers. Though *Mother* is likeable enough as a woman, she is a total failure as a mother, even if she does adore babies. The love interest in the play seems muddled, and altogether the drama is as trashy as anything that we have had for several seasons. It is a pity to waste on "Mother" the efforts of Emma Dunn, whose talent is worthy of a better play.

## Jasper's Hints to Money-makers.

(Continued from page 384.)

A. Rushville, Ind.: I do not advise the purchase of any more of the stock if you are looking for a permanent investment.

B. Sioux City, Iowa: Advise you to get a mercantile agency report. I know of no market for United Wireless. Statements indicate that the stockholders will not get much.

F. Denver, Col.: 1. As a rule, it is wise to leave all the ten and fifteen cent shares alone. 2. I do not advise the purchase of the Asbestos Mining stock.

S. San Francisco, Cal.: The Copper Handbook has no reference to the company. There is a company of a similar name. Did you give me the correct title?

C. Hazleton, Pa.: The California Con. Oil Co. is highly speculative. I do not look upon it as an investment. Better buy something listed on the Stock Exchange, for which there is always a market.

M. Florence, Mass.: After your distressing experience I believe you are wise to keep out of Wall Street. Be content with the 4½ per cent. that you can get from the Title Guarantee & Trust Co. This is a little better than the savings bank rate of interest and just as secure.

N. Treadwell, Alaska: It is obvious from the literature you inclose that the plantation company will be a long time in realizing its expectations. I do not regard such propositions as attractive because of their high capitalization and their extravagant claims.

Buckeye, Dayton, O.: A great many companies are being constantly organized to develop real estate mining and other propositions. Obviously they must be regarded as speculative with chances of success depending on the ability and integrity of the management. Usually, as in the instance to which you refer, they are highly capitalized and if one should want to sell his shares he would find it difficult to do so.

(Continued on page 387.)

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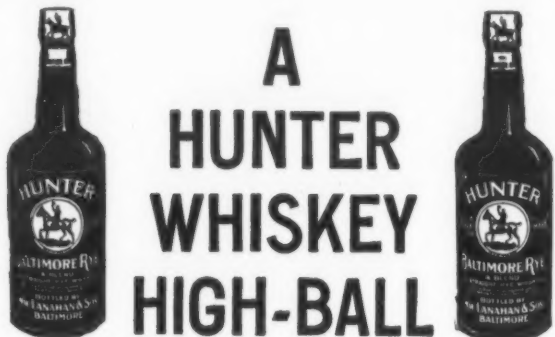
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**The Step Aside.**  
(Continued from page 385.)

"I guess you are wondering why I have asked you to bring me here," she said. "But there was no one else to whom I could go. I know nobody here. I want you to find Clay for me. He is sure to be in there. There is a girl he goes here to see—she sings, I believe."

"Clay?" frowned Anderson.

"Yes, he is surely here," she nodded, with a nervous little gesture. "He left the theater to-night before I did, and I am sure he came here. There is a girl here he is infatuated with—it is nothing else, of course. But I am—miserable because of it—and I am afraid they will run off together."

For a second Anderson stood speechless.

"Clay—you mean your accompanist—that fellow Lee?" he asked.

"Yes, yes—that is who I mean." She spoke hurriedly. "Oh, look! Is that he? That is the girl, I am sure!"

"Then they have not run off together, at least," Anderson said, in a suddenly harsh voice.

He pushed aside the curtains and followed her into the long, extremely bizarre apartment.

"Do you see him?" Anderson asked, after a few minutes' search.

"No; but I am sure that is the girl—she with the too tightly fitting black dress and the poppies in her hair. I have seen her with Clay on the boardwalk. And he is here every minute he is not at the theater. Once he was not there, even, for a matinee, and I had to get a man in the house orchestra to play my songs. He doesn't seem to care what becomes of me."

Anderson clinched his hands and his breath came heavily. The very sight of her worried, hurt face made him long to take her in his arms and care for her and soothe her.

"Of course Carter is only your stage name?" he asked presently, but the hope the idea contained was little and even this was lost with her answer.

"Yes, my stage name—although it was my mother's. My name is Lee," she said.

He smothered an oath. Somehow he longed to meet the fellow out on the open, back home. But this thought only brought with it the picture he had so gloriously painted of Carson Valley.

"Do you see him? Look carefully," he said, after a short silence.

"No; but that is the woman who is singing now," she replied.

Almost unconsciously they both stopped to listen to the words of the song she sang:

Take the girl you love the best,  
Parson John 'll do the rest.  
Settle down, out of town,  
Underneath a cottonwood—  
Take a tip, it's mighty good—  
Underneath a cottonwood tree!

And equally unconscious and without forethought Anderson said,  
"There's a giant cottonwood tree just a dozen paces from the door, out home."

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Nancy made no reply, and the next moment the woman came down from the balcony, refusing to respond with an encore, although the audience applauded and stamped and called her by name.

"Lee can't be here," said Anderson, turning away impatiently.

"I believe he is," she returned. "He may expect I will follow him here, and keep in hiding. Clay is—rather determined. He is hard to deal with."

For the next five minutes they sat silent and watching. A waiter came, set refreshments, which neither of them touched, upon the table and moved away again. Another girl walked up to the balcony to sing.

Then a waiter approached their table and extended to Nancy, on a salver, a twisted note addressed to her. She opened it, gave a little cry as she read at a glance its contents, and then passed it over to Anderson. It said:

Miss St. Cyr and I are off to New York in an auto. Best leave me alone. You know me and my way. And besides, we have ten minutes' start, as you will not get this until after we have gone. Yours, CLAY.

Anderson slipped the paper in his pocket, and then, at a word from Nancy, followed her out of the restaurant.

Their chair was waiting and he helped her carefully in.

"Is there anything you would have me do?" he asked. "Shall I telegraph to New York and have them watched for and stopped? Anything you would like done—"

She shook her head.

"No, there is nothing can be done now, I suppose. And, besides, Clay would run off with her again, sooner or later, I believe. But it will be an awful shock to mother if Clay marries that awful woman."

For a moment Anderson sat very still and stared straight ahead. Then he asked very quietly,

"What was that you said? Repeat it, please."

"I am thinking of mother and the rest, but mother in particular," she said earnestly. "Mother is wrapped up in Clay and it will hurt her cruelly to have him marry Miss St. Cyr."

"Yes, I guess it will," he nodded, trying to stop the glad tattoo his heart was beating. "Clay being your brother—yes, I understand why you felt so badly. He—he is a—headstrong boy."

"And so thoughtless," added Nancy. "When I took him with me on tour I felt I should have trouble. But he had no work, and I had to have an accompanist, and he wanted to come along. Mother said all right, and this is how it ends."

On the porch of her hotel they lingered for a moment.

"I must say good-night and thank you for your great kindness," Nancy murmured.

He held her cool, slim fingers for a moment, and then, as she freed them, looked frankly up in her face.

"I've got to tell you one thing before I go," he said. "No doubt you are trying your hardest to place me, and wondering in what dim, far-away past you have known Dick Anderson. I have said we were playfellows in childhood. I lied. Giving me the benefit of the doubt, you have been most charming to me, and all the time have been asking yourself when and where it was we met. I never saw you before, until last Monday. I think I fell in love with you the moment I did see you, on the stage, at the Pier Theater. I have been trying to find some way to meet you ever since, and unsuccessfully, until to-night I thought of the way I did bring it to pass. It was unmanly of me and an insult to you. Your brother ought to speak to me—"

"Hush!" she said, holding up her hand. "I, too, am a culprit. I knew that we had never seen each other before. I did not have to come to meet you. In fact, I felt ashamed of myself when I did. But I had seen you quite often, and you looked—so—thorough—"

"You are wonderful!" he cried, taking her hands.

"No; I am human," she smiled back. "I was so very lonely—Clay left me entirely to myself; and then you seemed lonesome, too—"

"Nancy," he whispered, "may I come early to-morrow and tell you more about Nevada?"

She nodded. "Yes, do," she said.

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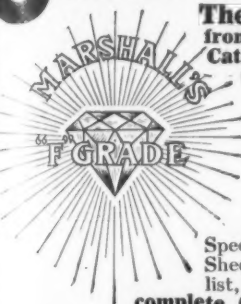
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### Jasper's Hints to Money-makers.

(Continued from page 385.)

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B., Superior, Wis.: The Granby is a highly capitalized low-grade proposition. It formerly paid dividends and suddenly slumped from par to half that figure. In the present condition of the copper market it is not attractive.

Earnest, Alton, Ill.: Chicler preferred pays 6 per cent. and around par looks like a good purchase. The common stock ahead of it pays 18 per cent. Chicler is not listed and represents the chewing gum combination. You can buy Chicler and other unlisted stocks through Pincus, King & Co., 50 Broadway, New York.

L. S. Lock Haven, Md.: 1. I do not quite understand your question. 2. No. 3. Usually a novice does better in trading in an active stock. 4. The reason why people lose money in Wall Street is because they gamble as if it were a game of chance rather than a game of study.

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Novice, New Orleans, La.: A beginner in Wall Street ought never to think of risking everything on a single plunge. Why not practice a little first by buying a few shares? J. F. Pierson, Jr. & Co., members N. Y. Stock Exchange, 74 Broadway, New York, issue a free booklet on fractional lot trading. Write to them for a copy and mention Jasper.

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G., Dover, Del.: One can speculate just as well through a New York house by mail or wire as through a local firm. Some firms make a specialty of advising their clients by a night-letter service. In an active market this is of great value. Leavitt & Grant, members Consolidated Stock Exchange of New York, 55 Broadway, New York, render such a service. They also publish an Investors' Manual, a copy of which will be sent to any of my readers, without charge, on request.

Investor, Oklahoma City, Okla.: The record of the Pennsylvania as a dividend payer, averaging over 6 per cent. in more than fifty years, makes it look like the best speculative and investment purchase on your list. You will be interested in a very instructive figure chart of the Pennsylvania Railroad which J. Frank Howell, member Consolidated Stock Exchange of New York, 84 New Street, New York, has prepared for his customers. A copy will be sent to any of my readers who will write to Mr. Howell for it and mention Jasper.

Margin, Dallas, Tex.: Brokers will buy a larger number of shares than the customer can pay for and advance the money necessary to complete the transaction. The partial payment of the purchaser is called his "margin." It may be only 25 per cent. of the value of the stock he has bought. Stocks are also bought on a plan by which they can be paid for in installments. In an active and rising market this is profitable. John Muir & Co., members N. Y. Stock Exchange, 71 Broadway, New York, have a "Partial Payment Plan." Write to them for a copy.

\$100, Boston, Mass.: You can invest \$100 in a dividend-paying security with much greater satisfaction than if you put your little savings into cheap oil, mining and other securities being so extensively advertised. Most of these are promoting schemes intended to get the money of the people. Write to Connor & Co., members New York Stock Exchange, 31 Nassau Street, New York, for their information to investors, small and great. Tell them how much money you would like to invest and ask them to recommend a security and to give you all the facts concerning it.

Seven Per Cent., Elmira, N. Y.: 1. Pennsylvania pays 6 per cent. It has been a dividend payer for over half a century. 2. George H. Burr & Co., bankers, 41 Wall Street, New York, are recommending to their customers the 7 per cent. cumulative preferred stock of the American Piano Co. It has no bonded debt and with every \$100 share of preferred a bonus of 25 per cent. in common stock is given, so that for \$400 you would receive 4 shares of the preferred and 1 share of the common. This company manufactures the Chickering, Knabe, Haines and other pianos. If you will write to Burr & Co. for their "Circular B-102" it will give you all the information.

Stung, St. Paul, Minn.: 1. You are not the only sufferer from foolish investing in ridiculously exploited gold mining stocks and I am glad that you have decided to leave them all alone. 2. You can make your \$200 profitable in Wall Street if you will buy investment stocks. Dividends will give you the interest on your money and a rise will give you your speculative profit. You can buy any number of shares from one upward. A good deal of information about buying small lots will be found in an interesting free booklet published by Renskorff, Lyon & Co., members New York Stock Exchange, 43 Exchange Place, New York. Any of my readers can have a copy of it by writing to the firm for it.

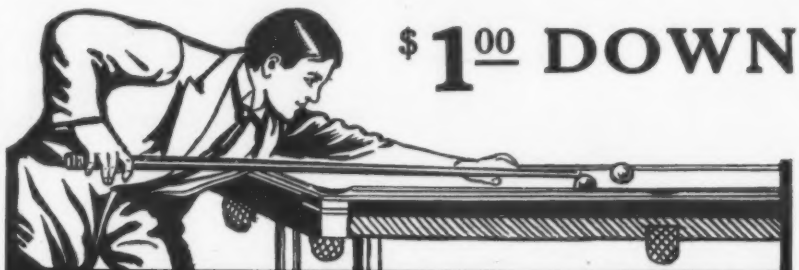
Increased Income, Bangor, Me.: 1. American Sugar pays 7 per cent. The decline is by reason of the government suit. 2. A number of good bonds can be bought so as to give you nearer 5 per cent. than 4 per cent. Any of my readers who desire to secure special information regarding investment bonds should avail themselves of the service offered by the well-known banking firm of N. W. Halsey & Co., 49 Wall Street, New York. For many years this firm has dealt in high-grade bonds. It makes a specialty of investigating the securities it offers and its information is always at their service. Write to Halsey & Co. for their latest bond circular No. L 50. I am sure you will get the information.

NEW YORK, Oct. 6, 1910. JASPER.

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# Sporting Gossip

By Ed. A. Goewey



Robert E. Hunter, Of Yale, winner in the Manchester, N. H., Inter-collegiate golf tournament.

WHEN the sun of the morning of October 1st rose smiling over the great automobile track in Nassau County, New York,

driving before it the curtain of mists and darkness that had hidden the vast oval for hours, there was revealed a mighty host of over two hundred thousand people, gathered to witness the annual race for the Vanderbilt cup.

'Twas a glorious day and a record-breaking crowd, and the men who risked their necks to prove the worth of the metal steeds they drove also caught the spirit of the occasion and sent the track records tumbling.

There were thirty-two of these dare-devil drivers, and when the race was over many said they had done their work well.

But there was one driver who, though unentered, participated in the race, and, driving his unseen car wherever the reckless led, he also established a record for the track, and the victims he claimed for his share of the day's sport numbered four. That driver's name was Death. Seven others, gasping and writhing in agony in the hospitals, may yet be added to the day's list of this carnival of fatalities. Of those lucky enough to be only severely injured, there were six, and the doctors reported over one hundred non-hospital cases of which no record was kept. Six of the badly injured were women.

Bull fights sometimes result fatally. So do football games. Occasionally a boxer has died from injuries received in the ring. But for a brutal massacre of sport lovers and participants, the Vanderbilt cup race of October 1st will probably hold the record for a long time to come. That New York State will be proud of that record is doubtful.

There is little doubt that this terrible ending to a day that should have been a spectacle of joy for automobile lovers can be attributed to the wretched arrangements made for policing the track and preparing proper safeguards for the men taking part in the race. As it stands now, instead of having been a festival for sport lovers, it was a disgraceful saturnalia of death and disaster. Its like should never again be permitted to besmirch the records of decent sport.

That this track can be used for races with comparative safety to both spectators and racers cannot be denied, for it has been so used in the past. And unless those promoting the Vanderbilt cup and similar races in future make proper advance provision to protect all concerned, the State au-

thorities should step in and close the track for racing.

Following are some quotations from the press of New York City that will shed more light on this subject:

William H. Pickens has informed the Cups Company that Barney Oldfield, who was entered for the Grand Prix, would withdraw his entry unless the course was guarded with troops, both for his own safety, and that of the spectators. 'The management took in \$20,000 and spent only \$4,000 on policing the course and for all other expenditures,' said Mr. Pickens. 'Many of the guards who were paid from \$5 to 50 cents to protect life and limb were hunting for fees for showing people the way to the park and making sure nobody got into the inclosure without paying.'

'John Aitken, who finished third, says he would rather quit his profession for life than drive in the Grand Prix under such conditions. He does not believe the public should permit the Grand Prix to be run. 'It was the most awful work of my life,' he said, 'and I'll never do it again.'

'Joe Dawson, who drove a Marmon,' says Mr. Moross, 'and who was beaten only twenty-five seconds, lost two minutes lead by stopping to inquire about a spectator he had struck, whom the police allowed on the track. He would not continue until assured the man was not badly hurt. Dawson said,

'It is terrible to ask a man to drive under such conditions. It shatters a man's nerves to see a lane of thousands barely opening for him to go his way, and speed is naturally checked. I positively will not drive on the course again under such lack of regulations. It would be criminal.'

'E. A. Moross, who is director of contests at the Indianapolis Motor Speedway, has talked with many of the men since the race and says that the sentiment against competing in the Grand Prix under Saturday's conditions is widespread; many of the drivers denouncing the management.'

Yale was considerably upset, when in her first big game, the eleven was scored upon by Syracuse. A hurry call for additional coaches was at once sent out by Captain Fred Daly, and later it was announced that ex-Captain Frank Hincey, ex-Captain Rodger "Pudge" Hefelfinger, ex-Captain Tom Shevlin, Ralph Bloomer, George Ade, Wallie Winter and Dr. Fred Murphy were expected at New Haven to help out the wearers of the blue.

Half a dozen of the players were put out of the game for several days and two for longer because of injuries re-

ceived against Syracuse. Jack Field, the best plunging halfback of the eleven, dislocated his shoulder, but it was not the first time, and he expects to be ready in time to play in the big games. He was injured in midseason last year and lost a chance to get into the big games.

Don Bomeiser wrenched his knee and will be unable to play for two or three weeks. He was a wonderful end rush of the Tom Shevlin dashing type and was slated for the big games. Captain Fred Daly and Quarterback Dick Merritt were badly cut and bruised, but they will play late this week.

The game showed that the new football has brought just as numerous injuries as the old did. Yale's coaches think that the officials at the contest did not enforce the new rules. They allowed shoving and mass plays, and they did not penalize flying tackles. Syracuse was a most constant offender, yet escaped without penalties against her.

Toward the last of the game Yale lapsed also into infractions without penalties. This, the coaches think, is falling into bad habits, for these lapses will be punished in more important games. Jack Monument, of the Irish-American A. C., gave an exhibition of grit in the one-mile race at the Barrett Council games held at Monitor Park, New Jersey, recently. Monument started from scratch and won the race in 4 minutes 32.1-5 seconds, which was excellent considering the conditions. After covering three laps, half of the distance, Monument lost his right shoe. This did not deter him, however, for kicking off the other shoe, he completed the distance barefoot on the hard track and won with twenty yards to spare.

Sliding into the plate in a recent game between the Chicago and Cincinnati teams, Johnny Evers, the Cubs' popular second baseman, injured his ankle so severely that he will not be able to take part in the world's championship series.

After examination surgeons pronounced one of the small bones of Evers' right ankle fractured. They said it would probably be impossible for him to use the foot again for two months.

## L'Envoi.

Well, the season's last ball game is ended,  
The diamond looks yellow and dried;  
And the oldest fan's voice has grown husky—  
The cries of the "pop" boys have died.  
Now we'll rest, and in truth we much need it,  
For faithfully we've watched each game;  
And even though things "broke against us,"  
We cheered for our boys just the same.

But next season "we'll sure win the pennant,"  
(Let's coddle that hope till the spring),  
And then out to the bleachers we'll hasten  
To root till the echoes shall ring.  
Every year we shall turn out to cheer it—  
The sport that is second to none,  
Till we pick up our bat for one last hit—  
But strike out—our game is now done.

ED. A. GOEWAY.



Yale Eleven Getting Up Its Speed.

Left to right: Brooks, Tomlinson, Paul, Morris, Romeyn, Francis, Bromeiser (in rush line); Capt. Daly, Philbin, Field and Howe (in rear line).

in the New Jersey State Naval Militia, consisted of William Gallagher, coxswain, William Weisendanger, Joseph Frobutta, M. Mulrooney, Fred Fraser, R. Maupai, George Berton, R. Davis, J. Cameron and A. Lehman. The defeated crew were from the U. S. S. *Granite State*, and represented New York City in the New York State Naval Militia, and consisted of Lieut. W. B. Wait, Jr., coxswain; Barber, Arnold, Skinner, Franke, Hughes, Ferguson, Colton, Powers and Becker.

The race was for one mile and no man in either crew weighed over one hundred and thirty-five pounds. When time was called for the race, only nine of the Jersey crew were on hand, but, nevertheless, they started to row thus handicapped. It was declared a false start and a new one was ordered. At that point Lehman appeared and jumped into the boat in his civilian clothes and rowed throughout the race. The Jersey boys are particularly proud of their victory, as they are said to have spent only \$75.00 on training and their only coach was a ship's keeper who has served two cruises in the United States Navy.

The boys from the *Granite State* are known as the Five Thousand Dollar "Chippy" Crew, on account of their uniform small size, and have been trained carefully by competent coaches. The Jerseyites credit a good share of their victory to Gallagher, who is one of the snappiest little coxswains in the Naval Militia. These crews rowed over the same course on September 24th, but the race was declared a dead heat by Referee Dr. Walter Peet, thus necessitating a second race. The prize was a silver loving cup for each member of the crew and an oak trophy for the ship.

At last, after years of waiting, the Eastern baseball enthusiasts are to see a series of games for the championship of New York City, between the Giants and Highlanders.

The games will be played under the auspices of the National Commission, and the first contest will take place on the Polo Grounds on Thursday, October 13th, while the second argument will be staged on the Hilltop on October 15th.

The series will end when one team wins four games and the players will participate in the receipts of this number of contests. After this the club owners will take all the gate money, barring the ten per cent. claimed by the National Commission for running the series.

President Thomas J. Lynch of the National League has had a lot to do with bringing the series about, as he brought Presidents Brush and Farrell together to plan the series.

Youthful Johnny Mullin, the umpire who broke into the National League for a few stirring games last fall, is to be given a chance by Ban Johnson, of the American League. Mullin has made good in the Western League this year, and his work attracted the attention of Jack Sheridan, who was so impressed with his umpiring that he recommended him to Ban Johnson. He will be given an American League try-out next spring.

Mullin was given a thorough big league baptism of fire when he stepped into the National last fall. He had the time of his life in a game between the Phillies and Giants at the Polo Grounds, the game ending up in a 9 to 0 forfeit to the New York Club. Mullin forfeited the game because the Phillies refused to continue play. Mullin is a comparative youngster, but he seems to have the determination and courage to carry him through. The Phillies behaved like children in this forfeited contest and President Lynch made one of the greatest mistakes of his administration in not backing up Mullin. He could have used the boy this year in place of some of the dretlets that have disgraced his staff of indicator holders.

"If the Athletics do not show more class against the Cubs, more grit, more vim than they have shown against us in the crucial games, they haven't a chance to win the world's championship," said Manager Hughey Jennings of the Detroit Tigers recently. This comes with poor grace from the man whose team has had several chances to win the world's championship and on practically every occasion has made a most miserable showing. It's a cinch, Hughey, that the Athletics can't do any worse than the Tigers have done. If the Athletics win out, Hughey's cup of woe will overflow.

CONNIE MACK, MGR. ATHLETICS.

FRANK CHANCE, MGR. CUBS.

1, HARTSEL;

2, PLANK;

3, THOMAS;

4, MORGAN;

5, BARRY;

6, COLLINS;

7, LORD;

8, BENDER;

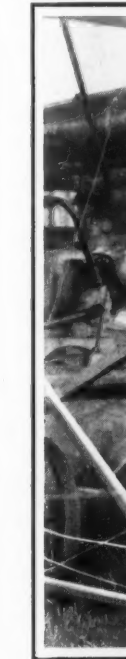
9, COOMBS;

10, DAVIS.

Managers of the rival teams that will compete for the world's championship and leading members of the Philadelphia American League Club.



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The aviator who set a record for speed to Springfield, made in a Wright 32.7 miles an hour was covered in stopped once Brookins capt.



Chavez, the land and it was desecrated when it was a few days prize of miles.



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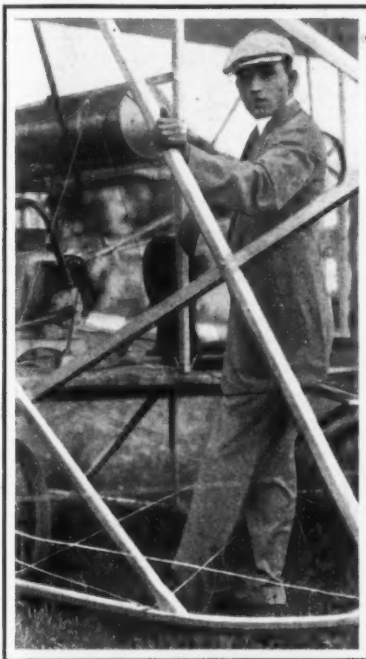
Flower Drops is the most exquisite perfume ever produced. Real flower perfumes in most concentrated form. A single drop diffuses the odor of a thousand blossoms and lasts for weeks. 50 times the strength of other perfumes; contains no alcohol.

Put up in a cut glass bottle with long glass stopper, packed in a maple case. Four odors—Lily of the Valley, Violet, Rose, Crapapple. \$1.50 a bottle all over the world wherever perfumes are sold; or sent postpaid upon receipt of check, stamps or money order. Money returned if not the finest perfume you ever used. An ideal gift.

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**A Quarter of a Million Plus**



Walter Brookins

The aviator who broke the American cross-country record for sustained flight in his dash from Chicago to Springfield, Ill., on September 29. His flight was made in a Wright biplane at an average speed of 32.7 miles an hour. The entire distance of 186 miles was covered in 5 hours and 43 minutes. The aviator stopped once for oil and to repair a broken pump. Brookins captured the prize of \$10,000 offered by the Chicago Record-Herald.

## Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address Insurance Editor, LESLIE'S WEEKLY, Brunswick Building, 225 Fifth Avenue, Madison Square, New York.]

SO MANY of my readers have written me asking advice on borrowing money on life-insurance policies that I want to say a few words on this subject. First of all, a life-insurance policy is entirely different from a bond or mortgage. The latter are financial investments, the former a protection to the home. The idea of borrowing money on an insurance policy is a recent development in the insurance world—a development with which I am not in full sympathy. Of course there are times, like panics, etc., when such loans have saved men from financial ruin; but I do maintain that insurance policies should be the last resort. In no case should such money be borrowed for mere speculation. If one must borrow in this way, let it be paid back as soon as possible. A man is only half insured when there are loans against his policy.

F. Oneida, N. Y.: I can get no report.  
H. H. J., Alliance, O.: The National Life of Vermont is an old and well established company.  
M. Ashland, Ky.: I have frequently expressed my reasons for advising against assessment insurance. The history of assessment associations is strewn with wrecks.  
R., Philadelphia, Pa.: The company to which you refer is only two or three years old and has yet to demonstrate that it can meet the vigorous competition of the old companies. I think you can do better.  
C. B., Buffalo: Recent statements of the company do not indicate that it is very prosperous or progressive. I am surprised that you say you took the policy without inquiring into its merits. This is unbusinesslike. A man would hardly buy a dog without finding out something about its pedigree.  
S., El Paso, Texas: I have frequently expressed my belief that speculation and life insurance should not be mixed. The company to which you refer appears to be doing a growing business. I can get no facts about the underwriting auxiliary to which you refer.  
Anxious, Newark, N. J.: 1. The best thing you can do is to provide a monthly life income for your daughter, as she is the only one in whose future welfare you say you have an interest. 2. No, it is not expensive. On the contrary, the monthly income for life can be provided on a very reasonable basis. I have been surprised at its low cost. 3. If you will send your name, address and age and the age of your daughter to the Equitable Life Assurance Society, 120 Broadway, New York, and state the amount of monthly income you would like to provide, the company will be glad to give you the information. Mention the Hermit. This is an excellent method for making provision for dependent relatives. I know of nothing better. The Equitable is to be commended on providing such a form of insurance.

*Hermit*



The First Flight Over the Alps.

Chavez, the young Peruvian, taking his airship over the snow-packed Alpine barrier between Switzerland and Italy on September 23. After the Alps had been successfully crossed, while the aviator was descending, the power of his machine cut off, a sudden gust of wind seized the monoplane when it was about thirty feet above the ground and wrecked it. Chavez died from his injuries a few days later in the hospital at Domo d'Ossola, Italy. Chavez was flying for the \$20,000 prize offered for a flight from Brieg in Switzerland to Milan in Italy, a distance of about 75 miles. He had negotiated the most perilous part of the journey when the accident occurred.



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## Ministers Seek Other Callings.

A STARTLING bit of religious news is the report that fifty-seven ministers of the Upper Iowa Methodist Conference, at its recent session, have felt compelled to withdraw from the ministry. The larger part of the number are young men, but a few years out of the seminary. They will seek other occupations, not from lack of devotion to their chosen calling, but simply and solely because the salaries paid are not sufficient to maintain a decent standard of living. While the cost of living has shot upward, ministers' salaries, never large, have remained stationary, so that it is not surprising that these Iowa clergymen have found it impossible, on the pittance received, to educate their children properly, to keep themselves supplied with necessary books and to maintain the decent standard of living which all churches seem to expect of their ministers.

Nor does the government report for 1906, just issued, to the effect that our average ministerial salary of \$663 is the highest in the world, relieve the situation. Even though the clergyman in New York who receives \$3,000 would be near the bottom, while in London or Berlin he would be near the top, this doesn't help the fifty-seven ministers of the Iowa Methodist Conference whose salaries ranged between \$450 and \$1,200. Pitifully small are the salaries in many rural sections of the West and South. Among Southern Baptists the average is but \$334, considerably less than a dollar a day. Accompanying the call to the ministry there has always been a call to sacrifice; but when a man has a family to support and children to educate and is not paid sufficient salary to do this, even though the church he serves is abundantly able to do so, then we hold he is justified in seeking some other life-work. Every worker is worthy of his hire. A church that can pay but won't pay a decent salary to its pastor ought to be abolished.

## Recent Deaths of Noted Persons.

WINSLOW HOMER, one of the most famous of American painters, at Scarborough, Me., October 1st, aged 74.  
Rebecca Harding Davis, widely known authoress and editress, mother of Richard Harding Davis, at Mount Kisco, N. Y., September 28th, aged 79.

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References: Fourteenth St. Savings Bk., Washington, D. C.

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Rear-Admiral Charles R. Roelker, U. S. N., retired, Civil War veteran and member of the Board of Inspection and Survey, at Washington, D. C., September 28th, aged 69.  
Joseph Abner Harper, of the famous publishing house of Harper & Bros., at Newburgh, N. Y., October 1st, aged 77.



# Winning the Vanderbilt Cup



**The First Fatal Accident of the 1910 Race.**

The wreck of a car in which Matthew R. Bacon was killed when his auto went over the new bridge. The car became unmanageable through the bursting of a left rear tire.



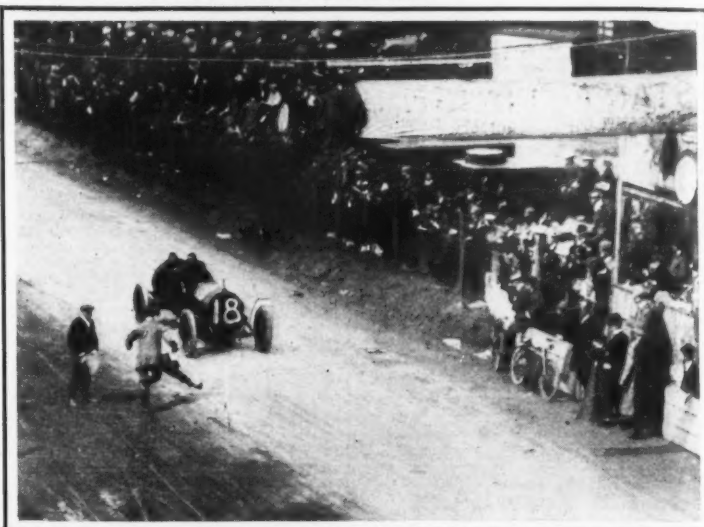
**Grant Readjusts His Tires in 60 Seconds.**

For the first time during the race at the beginning of the last lap, Grant put up at this pit to repair his tires.



**J. F. Gelnaw Winning the Wheatley Hills Trophy in a Fal Car.**

This race was one of the features of Vanderbilt Cup Day. There were eight starters for the \$1,000 cash prize and the trophy. The length of the course is 189 miles.



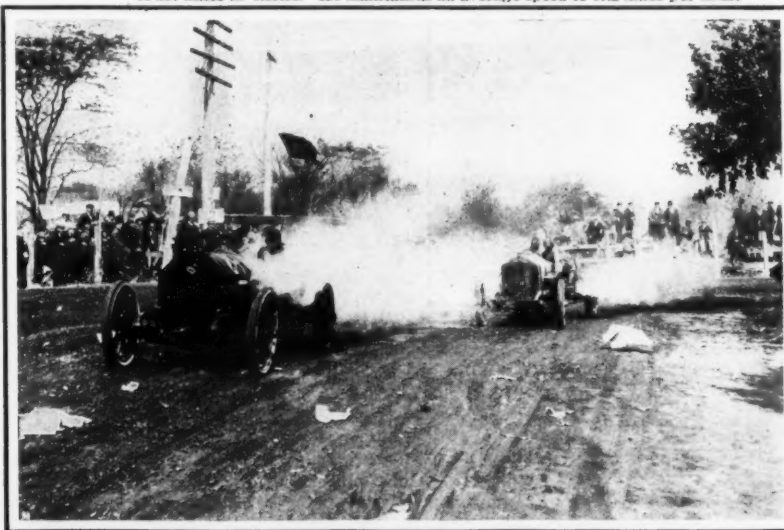
**H. F. Grant Winning the Vanderbilt Cup in an Alco Car.**

The winner has the double honor of being the first man to win the Vanderbilt Cup twice in succession. Grant made a new record for the Long Island course, completing the run of 287 miles in 4:15:58. He maintained an average speed of 65.2 miles per hour.



**The Result of Crowding the Course.**

One of the spectators while standing about a broken-down car on the track near the Westbury turn, was hit by a second racer, but not fatally injured.



**Coming Down the Home Stretch.**

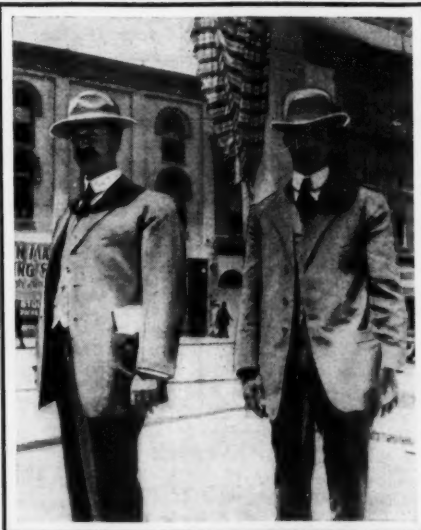
Vanderbilt racers taking one of the turns at full speed. It is such driving as this that thrills thousands of spectators who stay up all night to see the daring race.

## Curious News Snapshots.



**Passing Through the Niagara Whirlpool in a Barrel.**

On September 26, Bobby Leach, a Canadian, made a successful trip through the upper rapids, encased in an iron barrel. Just one hour elapsed from the time the cover was put on the barrel to the time the vessel was pulled ashore at Driftwood Point. This photograph shows the craft being rescued by the daring navigator's friends after the journey.



**Sergeant Taylor and Captain Cox**

Of the Nevada State Police, who will enforce the State's new laws against gambling. A decision rendered by the State Attorney-General places bridge whist and all other card games played for money under the ban.



**Reno's Famous Gambling Center.**

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